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SATURDAY, JUNE 9, 1928.

日二廿月四

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5,000 SHANSI TROOPS
ARRIVE.

BRITISH MINISTER'S WARNING
TO NORTHERNERS.

MINING AREA DANGER.

Naval wireless messages received to-day state that Shansi troops have entered Peking.

The Northern garrison left peacefully without incident and the Shansi troops are now taking over control.

Marshal Yen Shi-shan has official assumed responsibility for the city and the maintenance of law and order.

The garrison entering the city numbers 5,000.

The land telephone line from Peking has been cut, rendering communication difficult.

With regard to troops near Peking, there are five divisions of Shansi troops to the north and west, and two divisions of Feng's forces to the south. These troops are not attempting to interfere with the evacuation by railway of the Manchuria forces which is nearing completion.

Foreigners in Tong Shan Area.

With regard to the Tong Shan mining district, there are rumours that some of the Northern forces intend to entrain at Tongsha. The British Minister has requested the Northern commanders to take special precautions to ensure the safety of foreigners' lives and property. The Northern forces have taken control of the railway and are moving locomotives, apparently preparatory to entraining.

The Mining Administration engines are being shunted to sidings. Foreign women and children have been evacuated from the district, the men employees of the Administration still remaining.

British residents at Peking have been given the option of removing to Tientsin.

Feng's Troops Resisted.

There is fighting along the river to the east of Tientsin, the Northern troops resisting the attempts of Marshal Feng's forces to cross the river. In view of the fighting, navigation has been suspended between Tientsin and Tangku.

Marshal Feng has his headquarters at Hoken, from which place there have been despatched two divisions of troops destined for Tientsin.

Marshal Chiang Kai-shek's forces are understood to be in the vicinity of Machang.

Chang Tso-lin Recovering.

Mukden, June 9.
In the course of an interview yesterday afternoon, General Chang Hsueh-ming, Marshal Chang Tso-lin's second son, who arrived at two o'clock from Japan, stated that his father's health had shown a satisfactory improvement. Chang Tso-lin's temperament is now practically normal, and his left arm is wounded, and not broken as stated by the Japanese.—*Reuter*.

Hunan Troops for Peking.

Shanghai, June 8.
The main body of the Hunan armies under General Pei Chung-hai, a noted supporter of the "Kwangai Clique," arrived at Pao-tungfu on Wednesday.

General Pei declared that after a short conference with General Lu Chung-lin, he will proceed to Peking with his troops.

Delegates of Marshal Chiang Kai-shek have arrived in Pao-tungfu to make preparations to remove the Nationalist headquarters to that city from Hsuehchou.

Nationalists Rejoice.

Shanghai, June 8.
The Kuomintang leaders, Mr. Wu Han-min, the former Chairman of the Nanking Kuomintang Council; Mr. Sun Fo, the former Nanking Finance Minister and Dr. Wang Chung-hui, the Minister of Justice of the first Republican Cabinet; have sent a joint telegram to Nanking from Paris congratulating the Nationalists on the entry into Peking.

The cable concludes: by stating that the unification of the country, long desired by the people, is in sight.

(Continued on Page 16.)

GLASGOW MURDER APPEAL.

FAMOUS 20-YEAR-OLD CRIME
RECALLED.

OSCAR SLATER'S CASE.

London, June 8.

The hearing of the appeal of Oscar Slater against his conviction for the murder of the aged Marion Gilchrist at Glasgow in 1908, opened to-day before five Judges of the High Court Justiciary, at Edinburgh.

The Court is the one in which he was found guilty, and convicted.

Sir Conan Doyle, who has been one of the most active agitators for Slater's release, which was effected in November last year, shook hands warmly with the appellant when he entered the Court.

Slater's counsel asked leave to call the appellant as a witness, pointing out that he did not give evidence at the trial, while he also applied for permission to call a fresh witness, and to recall Miss Gilchrist's maid, Miss Helen Lambie.

Counsel said they had received information that Miss Lambie was hiding and that a week before the crime, Miss Lambie told a lady (her former mistress) that there were strange goings-on including the concealment of jewels, in Miss Gilchrist's house, and that Miss Gilchrist had said she was going to be murdered.—*Reuter*.

SPANISH PREMIER'S ROMANCE.

BROKEN BECAUSE SENORITA MIMI GAMBLER.

Madrid, June 8.

The Spanish Prime Minister's romance is ended according to an announcement to-day to the effect that the engagement between General Primo de Rivera and Senorita Mimi Castellanos has been broken off and the marriage arranged for September will not take place.

It appears that General Primo de Rivera learned that Senorita Mimi accompanied a certain Count and Duke recently to a place where stock market transactions were being carried on after the official closing of the Bourse.

The Senorita is alleged to have dealt in securities specially quoted on the Bourse.

General Primo regarded such behaviour as imprudent and also an error of judgment, and decided irrevocably to break off relations with Senorita Mimi.—*Reuter*.

EAST INDIES AIR SCHEME.

DUTCH PLANS TO FORESTALL
BRITAIN.

The Hague, June 8.

The Second Chamber has approved of a credit of 730,000 florins which had been voted by the Dutch East Indies Legislature to establish an air line thither.

The Colonial Minister, replying to the Opposition, said if the scheme were not begun immediately, it would be forestalled by British lines from Singapore and Penang to Batavia.—*Reuter*.

BRITISHER WINS GOLF TITLE.

FRENCH OPEN AMATEUR
CHAMPION.

Paris, June 8.

In the final of the French Open Amateur Golf Championship played over the St. Germain links to-day, T. Bourne (Britain) defeated A. Vincent (U.S.A.) by 8 up and 7 to play.—*Reuter*.

U.S. STOCK MARKET RULE.

New York, June 8.

Officials of the curb market announce that the principle of periodical settlements of bargains concerning foreign securities has been allowed by the Committee of the Clearing House.—*Reuter's American Service*.

SAVIDGE ENQUIRY EXCUSES.

INSPECTOR COLLINS
RIDDLED.

SIR PATRICK HASTINGS IN
SEARCHING ATTACK.

LONDON, June 8.

Inspector Collins of Scotland Yard, against whom serious allegations are made in connexion with the interrogation of Miss Savidge, gave evidence before the tribunal in the Law Courts to-day.

The case for the Police was opened by Mr. Norman Birkett, K.C., who said that the action taken by Scotland Yard had been gravely misunderstood.

He emphasised that the whole of the interrogation at Scotland Yard related solely to the question of whether the two policemen who gave evidence in the case against Sir Leo Chiozza Money and Miss

FIRING AT BRITISH SHIPPING.

The "Kingwo" Latest Victim
of Attack.

YANGTZE INCIDENTS.

British shipping on the Yangtze is still subject to fire from the banks by troops, the latest incident concerning the a.s. Kingwo, a Jardine vessel.

The ship was between Soochow and Litu yesterday when fire was opened from both banks of the river.

Naval wireless messages make no mention of whether the fire was returned or whether there were any casualties.

This incident closely follows that concerning the Butterfield and Swire a.s. Kintang when the armed guard on board replied to the fire from the river banks.

Savidge should be committed for perjury.

Four Hours.

Chief-Inspector Collins, after giving his evidence in chief, was closely cross-examined by Sir Patrick Hastings, K.C., for nearly four hours, and the cross-examination had not been completed when the Court adjourned.

Inspector Collins denied that he used threats or blandishments to obtain answers from Miss Savidge. He declared that her statements were voluntary, that she was self-possessed throughout and was cheerful.

Ridiculous Suggestion.

It was ridiculous, he declared, to suggest that her statement had been altered in any way.

He also told the tribunal that he was acting on the instructions of the Director of Public Prosecutions in investigating Miss Savidge's life.

Accommodation Point.

Asked why the detective chose to take her to Scotland Yard, Inspector Collins said that Miss Savidge was questioned at the Yard because the accommodation at the Police Station and at her home in New Southgate was inadequate.

He agreed that Miss Egan (who introduced Miss Savidge to Sir Leo Chiozza Money) was questioned in her home in the presence of her brother and that her examination lasted for only ninety minutes.

Raining Questions.

Sir Patrick Hastings, cross-examining, raised questions on Inspector Collins, stressing the fact that a Police motor-car was sent without warning to Miss Savidge, a totally different procedure from that adopted in the case of Sir Leo Money.

Inspector Collins said he was unable to express an opinion when Sir Patrick Hastings suggested that he

(Continued on Page 10.)

PUBLICITY BAN NOW LIFTED.

RUBBER VALORISATION PLAN
CIRCULATED.

BRITISH WARINESS.

Hague, June 8.

Heer Kloppenburg, who drafted the rubber valorisation scheme, has announced that he has submitted the plan officially to the companies interested in London and the Hague, and has therefore informed the British Secretary for the Colonies that the scheme is no longer confidential.

It will be recalled that yesterday, an article appeared in the *Financial Times* outlining the details, while in Parliament no information was vouchsafed.

"Unexportable" Stocks.

London, June 8.

With a view to minimising the depression likely to result from the immediate shipment of large accumulated stocks of rubber in November following the removal of the regulations, the Rubber Growers' Association has circulated its Members recommending that as far as possible they should spread the export of their "unexportable" stocks, existing on October 31st, proportionately over the following six months.

The recommendation is that between November 1st and April 30th, the growers should not export more monthly than the output for the preceding month plus one-sixth of the unexportable stocks existing on October 31st.—*Reuter*.

THE CALCUTTA SWEEP PRIZE.

TICKET SAID TO HAVE BEEN
SOLD.

Bombay, June 8.

According to the *Bombay Evening News*, Mr. Ibrahim Dawood Kazi, a timber merchant and race-horse owner of Bombay, has received a telegram from Mr. W. H. Webb stating that he (Mr. Kazi) had drawn Felstead, the Derby winner, in the Calcutta Sweep.

It is understood that Mr. Kazi purchased the ticket from Mr. Webb.—*Reuter*.

It was stated in a cable from Calcutta yesterday that Mr. Webb, an Anglo-Indian member of the staff of Turner, Morrison and Co., of Calcutta, had drawn Felstead in the Calcutta Sweep.

The message added that Mr. Webb, who is fifty years of age, was at sea between Colombo and Singapore on his way to Siam, where it was his intention to spend a holiday.

BRITAIN WINS DAVIS CUP CONTEST.

QUALIFIES FOR THE SEMI-FINAL.

Birmingham, June 8.

Britain easily defeated Germany in the third round of the Davis Cup Competition, winning both matches played to-day.

G. R. Crole-Rees and Eames (Britain) defeated Kleinschroth and Frenn, by 7-5, 6-2, 6-4.

In the singles, between J. C. Gregory and Froitzheim, the German player was forced to retire in the third set owing to an injury to his foot. The scores at that stage were: 6-4, 4-6, 6-0.

Britain will now meet either Italy or India in the semi-final of the European Zone.—*Reuter*.

ASTRONOMER DEAD.

FAMOUS DISCOVERER OF
COMETS.

Capetown, June 8.

The death is announced of Mr. William Reid, the famous astronomer and discoverer of comets.—*Reuter*.

COOLIDGE EXERCISES VETO.

Washington, June 8.

President Coolidge, exercising his prerogative of a "pocket veto," has failed to sign the Muscle Shoals Bill.—*Reuter's American Service*.

RAIN INTERFERES WITH CRICKET.

BRILLIANT SCORE BY
D. R. JARDINE.

GENTLEMEN V. PLAYERS
DISAPPOINTMENT.

LANCASHIRE LAPSE.

The last three days have not been cricket weather in England and practically every match was seriously interfered with by rain.

It was most unfortunate since the first of the Gentlemen v. Players matches was down for decision at the Oval and there was every promise of some brilliant play.

D. R. Jardine, the Surrey stylist, thrashed the Players bowling for 133 runs, and the Gentlemen declared at 421 for seven wickets.

The Players, however, speedily demonstrated their batting strength and 250 runs had been scored for three wickets when play was stopped.

Lancashire were almost defeated by Northamptonshire, but though losing on the first innings, avoided the imminent peril of an innings defeat.

RESULTS AT A GLANCE.

Warwick defeated Sussex by 98 runs.

Kent defeated Gloucester by 114 runs.

Hants won on the first innings v. Yorkshire.

Northants won on the first innings v. Lancashire.

M.C.C. defeated Derbyshire by seven wickets.

Oxford Uni. drew with Leicesters.

Essex v. Notts. Abandoned.

Gentlemen v. Players. Abandoned.

THIS HONOURS LIST.

The following are the principal individual performances:

Batting.

D. R. Jardine (Gentlemen) 133

A. L. Hodge (Hants) 115

Mead (Hants) 118

Horne (M.C.C.) 110

Parsons (Warwick) 100

Worthington (Derby) 101

Bowling.

Thomas (Northants) 7 for 44

A. E. Gilligan (Sussex) 7 for 68

V. W. C. Jupp (M.C.C.) 7 for 80

Tate (Sussex) 7 for 80

Freeman (Kent) 6 for 62

and 5 for 28

Snary (Leicester) 5 for 40

LANCASHIRE LUCKY.

Brilliant Bowling by Thomas.

Northants gave the champions a severe scare at Northampton, forcing Lancashire to follow on. The crack county were in a bad state until the end and they appeared to have been every prospect of defeat until rain brought an end to play.

With three wickets down in their second innings, Lancashire were still over 70 runs in arrears when play was suspended.

Some brilliant bowling by Thomas brought about the collapse of Lancashire, who had to concede first innings points. The scores were:

Northants: 298.
Lancashire: 101 and 125 (for 3 wickets).

Taking advantage of a fairly good wicket to begin with Northants put together a respective total, the innings closing two short of 300.

Lancashire, with one of the strongest batting sides in the country, were rattled out for 101, Thomas bowling superbly throughout and taking seven wickets for 44 runs.

Lancashire defended stoutly in their second effort and avoided the innings defeat with ease.

JARDINE SUPERB.

Representative Game Spoilt.

D. R. Jardine, the Surrey amateur, gave one of the finest displays of his career for the Gentlemen v. the Players at the Oval. Jardine makes all too few appearances in county cricket.

An interesting game was promised when the Gentlemen declared with seven wickets down. (Continued on Page 10.)

Bulls and Innings

From the Office Butts.

Details are published of the Calcutta Sweep by a contemporary as via Genter. So far as we are concerned, it was Neuter.

One of the stars in a current cinema performance is Ida Darling. A divorcee?

Wireless fans should take the opportunity to listen in on Wave Length 450 Metres at 1.00 p.m. G.M.T. to the sound of a newly hatched litter of Taipo mosquitoes which are being linked up to a broadcasting set on Friday evening next. Otherwise crime in the district is normal.

A contemporary's placard says you "Chang Stays." Somebody must have gone on the bust.

A popular fallacy—"All Scotsmen are penurious and all Chinese smoke opium."

MacWhirter has just written a scenario. It deals with the morbid complexes of a red-bearded piano tuner who has assassinated his landlady because she wore carpet slippers.

The Chinese dove of peace may yet turn out to be a mocking-bird.

"Bear Sold Here," says a signboard outside a Wanchai shop. Evidently their own Brains!

If clothes make the man, it would be quite a job to do much with the modern woman.

He: "Are red cheeks a sign of good health?"
She: "Yes."
He: "Then you are healthier on one side than on the other."

From Stage and Screen—An Aberdeen cinema has just done it wrong. The Heart of record business. The title of the film is "The Woman Pays."

The Government in Manila has built a launch which won't float. Finally of a Star Ferry closed it will be paid for out of the gate.

Hawkers continue to shout their wares in Wyndham Street. But it may be that they don't subscribe no sense of business.

"Is Hongkong asleep?" asks a writer. No; the cricket season is over. No; the cricket season is over.

A good defence to a charge of abusive language might be that you were only speaking in your telephone voice.

It is reported that yet another woman has qualified as a marine engineer. Apparently the cotten pin is replacing the hair pin.

Some poetry is just gas without the metre.

A bat from the belfry—"In the case of a centipede, you can't counterfeit."

Many women are two-faced, but one is just under the other.

"Eavesdropper"—Perhaps he called his wife an angel because she was always harping on things.

From Shanghai—A report at a pharmaceutical works at Kobe exploded, blowing up a note for two minutes. That's nothing; we know of a which covered an area of 87 taels, and seriously injuring a number of workmen. Evidently not the report courteous.

Mussolini has just spoken on foreign affairs for the first time for two years; which shows a Duce of a lot of restraint.

"Reader"—With reference to your query regarding the recent revolution of the Isobars in the lathum of Pchoot we are of the opinion that the higher they fly the opinion that the higher they fly the fewer.

This week's prize sub-title: "They called him Gadarene and he wondered why."

Congratulations to a local wireless amateur who got Berkshire last Monday and who distinctly heard a scarlet runner do the 100 yards in an even 10 secs.

MacWhirter says these mechanical cigarette-lighters are all right, but you've got a plentiful supply of matches.

Femina has gone the news-papers say. Writers are spurred to a frenzy; The witches' song has infected them strong; With caecotases scribbled.

Manila papers say Mr. Hoover is taking his July holiday at Look-out Mountains. By that time, he should know if he's got a look-in.

In Paris, Peggy Joyce, the cinema star, recently threw a glass of champagne into a young man's face. In Hongkong, the popular practice is to throw it into your own.

Some of these Chinese politicians think a diplomat is made to wipe your feet on.

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TRINITY COLLEGE.

FIRST EXAMINATIONS IN HONGKONG.

The causes which led to the foundation of this now great national institution, the Trinity College of Music, (London), cannot be more clearly explained than in the following paragraph, taken from the introduction to the College Calendar:

"Trinity College of Music owes its existence to some half-dozen far-seeing enthusiasts who, half a century ago, were actuated by a sincere interest in the betterment of musical education. The teaching of music at that time was unsatisfactory, not because the teachers were unworthy, but because there was little or no opportunity of revising their methods under the direction of experts, and practically no opportunity of testing the results of their teaching by the standard of skilled and sympathetic examiners."

Those were the days when even University Local Examinations in general school subjects were in their infancy, and when music was practically the only school subject which was left unexamined, although a great headmaster of that time, Dr. Temple of Rugby—afterwards Archbishop of Canterbury—was in the habit of publicly stating that tested teaching was always more effective and successful than untested teaching. There were many reasons why music pupils should be examined. Obviously music lessons had always been, and always will be, more costly than lessons in other educational subjects, because the pianoforte, for example, must be taught individually rather than in the class, and good teachers could not then, and still cannot, be obtained for comparatively small fees.

Mind-Training Process.

It was then gradually being recognised, too, not only by educationists, but by the public generally, that music ought not to be regarded as a mere pastime, but as a real mind-training process involving quite as important educational issues and advantages as those derived from the study of other school subjects—such as languages, literature, mathematics, etc. For, if properly taught, the study of music obviously demands much ear-training, eye-training, touch-training, mind-training, memory-training and even the cultivation and control of emotional feeling itself. No valid reason could be assigned for leaving so important and far-reaching a study untested. This great educational need Trinity College set itself to satisfy; and the College was the first musical institution to hold local examinations in music.

Sir John Goss, Sir John Stainer, Sir Julius Benedict, Sims Reeves, H. R. Haweis, E. J. Hopkins, Sir George Elvey, the Rev. Sir F. A. Gore Ouseley, Sir Hubert Parry, Sir Joseph Barnby, John Tiplady Carrodus, Ebenezer Prout, Sir Michael Costa, Sir Arthur Sullivan, Walter Macfarren, Guido Papini, are among those who from time to time, have placed their services at the disposal of the College. This, of course was in the earlier days. But the College, at the present day too, has the good fortune to possess the cordial co-operation of men of equally undisputed eminence in their art. Then, by means of its examination scheme, with its liberal syllabus designed to meet the needs of all teachers and candidates, there is the delightful outlook of its being the means of creating and training a vast army of listeners to good music. The first examinations in Hongkong (for which an Examiner is especially sent from England) will be held next spring, 1929. Further particulars may be obtained from the Anderson Music Co., Ltd. who will represent the Hongkong branch.

Edinburgh University is to confer the degree of Doctor of Music on Mrs. Kennedy Fraser, the well-known composer and translator of Hebridean folk-songs.

OFFICER'S DEATH.

MR. C. A. W. ESSAM OF H.M.S. WISHART.

We report with regret the death of Mr. C.A. W. Essam, Gunner (T) of H.M.S. Wishart, which occurred on Thursday at the Royal Naval Hospital after only four days' illness. The deceased was admitted on Sunday last and although it was thought during the earlier part of the week that there were excellent chances of recovery, these were not justified. Death ensued on Thursday afternoon.

The deceased was an extremely popular officer, as is evidenced by the tributes from his ship and fleetmates, no section or branch of the ship's company or flotilla but contributed its mead of remembrance in the shape of wreaths and floral tributes, bearing cards which expressed deep feeling at the passing of a comrade, on the occasion of the funeral at Happy Valley last evening.

The late Mr. Essam was a native of Portsmouth, aged 34. He leaves a wife, with whom the deepest sympathy will be felt in her sudden and unexpected bereavement. He was appointed to H.M.S. Wishart on Feb. 1, 1925, with seniority as a Warrant Officer from April 14, 1924.

The cortege left the Naval Hospital at 5 p.m. and on the Union Jack draped coffin, borne on a gun carriage, was carried the cocked hat and sword of the deceased.

The Revd. G. Howitt, Naval Chaplain conducted the ceremony. The gun carriage crew was provided by H.M.S. Wishart, and the firing party by H.M.S. Keppel. Pall bearers were officers of the destroyer flotilla in harbour.

Lieut. Harland of H.M.S. Wishart was in charge of the funeral party and Mr. Steele of H.M.S. Keppel of the firing party. Among those present were Commodore Pearson, (S.N.O., Hongkong), Pay. Commr. Rogers, (Commodore's Secretary), Captain E.C.O. Thompson, (Captain D. Third Flotilla), Lieut. Commr. Glenny commanding H.M.S. Wishart, Officers from H.M.S. Tamar, and from vessels of the Third Flotilla and other units in harbour, and representatives of Chief and Warrant Officers Club.

Among many splendid floral tributes were those from the wife of deceased, which was buried with the coffin. Commodore J.L. Pearson; Lieut. Commr. Glenny; Officers of H.M.S. Wishart; Captain D. (3) and Officers, H.M.S. Keppel; Ships Company; Chief and Petty Officers (Engine Room Department); Members of Nos. 4, 5, 6, 7, 9 Messes; Ldg. Stokers and Stokers; Torpedo Staff, (all of H.M.S. Wishart); H. Mann (H.M.S. Wishart); Captain and Wardroom Officers, H.M.S. Wanderer; Captain and Officers, H.M.S. Verity; Captain, Officers and Ships Company, H.M.S. Witherington; Captain, Officers and Ships Company, H.M.S. Wolverine; Wardroom Officers, H.M.S. Veteran; Commissioned and Warrant Officers, 3rd Destroyer Flotilla; Commissioned and Warrant Officers Club; Ships Company, H.M.S. Wild Swan; Brother Officers, 8th Destroyer Flotilla; Ships Company H.M.S. Veteran; Ships Company, H.M.S. Keppel.

The Late Mr. Stephens.

The funeral of the late Mr. J. W. Stephens, warder of Laichikok Prison, whose body was found on Thursday evening in King's Park, was buried at Happy Valley Protestant cemetery last evening at 5.30.

Mr. Stephens was a prominent member of local Buffalo circles, holding among other offices, the posts of Deputy Provincial Grand Primo of R.A.O.B., G.L.E. of China, and President of the Certifying council, R.A.O.B., China.

The equipment of the deceased officer was carried on the coffin which was borne to the grave by comrades of the Prison Department. The Revd. Walton Rogers of St. Andrews, Kowloon, conducted the graveside ceremony.

Among the large number present were Mr. J.W. Franks

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THE OAKS.

HOT FAVOURITE BEATEN BY FOUR LENGTHS.

London, June 8.

In the Oaks (run at Epsom, over 1½ miles) the order of finish was:

1. Toboggan.
2. Scuttle.
3. Flegore.

The betting was 100/15 Toboggan, 10/1 Scuttle, and 100/6 Flegore.

Thirteen ran. Won by four lengths, six lengths separating second and third—Reuter.

(Superintendent of Prisons), Chief Warders J.M. McLeod and West, Messrs. T. Robertson, G.L. Buchanan, Paice, Johnstone, Collins, H. Goldenberg, W. Saunders, A. Calvert, Lacey, Selby, Daniels, Joyce, Murphy, Sheriff, Brightman, Hudson, Mr. and Mrs. Merriman, Mr. and Mrs. Didear, Mr. and Mrs. Fuller, Mr. and Mrs. Foster, friends from the K.O.S.B. and Royal Artillery, and Indian representatives of the Prison Staff.

Wreaths were sent by Dan, Jim, Bliff, Alf, and Harry, Pile and Sutherland, European Staff of Victoria Gaoi, European Staff of Laichikok Prison, Sikh Staff of Victoria Gaoi, Central Sergeants Mess, Hongkong Police; Members of the R.A.O.B. Club; P.G. Lodge of China, R.A.O.C.; Members of the R.A.O.B.; the Far East Lodge No. 1297; Sir James Oxberry Lodge, R.A.O.B.; Wellesley II Lodge, R.A.O.B.; Queen of the Fairies Lodge, R.A.O.B.; (H.M.S. Titania); Members of the R.A.O.B. Sir James Oxberry Lodge, No. 5624, Durban Lodge No. 5624, R.A.O.B.; Prince George Lodge, R.A.O.B.; Wanshien Lodge, Shanghai, R.A.O.B.; Oriental Lodge, R.A.O.B.; Club Boy Cheng; Mr. H. Goldenberg; Mr. C. Earnshaw; N. Lazarus (Mr. R.A. Cooper).

Mr. and Mrs. J.W. Franks, Messrs. J. M. McLeod, West, Robertson, A. Calvert, Fuller, Merriman, G.B. Foster, S. Cressey, Hill, G.L. Buchanan and family.

THE MUKDEN BOMB OUTRAGE.

JAPANESE COMPLICITY. ALLEGED.

Mukden, June 8, 7.15 p.m.

Excitement among the Chinese is growing owing to the strong conviction among all classes of Japanese complicity in the Chang Tso-lin outrage.

Apart from the considerable loss of life among the bodyguards and coolies, the explosion killed or seriously injured at least half a dozen of the Northern leaders. Among the dead are Lieut-General Wu Chun-sheng, Defence Commissioner of Tiao-nan, Fengtien, and Tsuchun of Heilungkiang; Major General Chang Ching-hui, Commanding General of the First Division of the Fengtien army; Lieut-General Ho Feng-lin; Defence Commissioner of Ningtao and Military Commissioner of Shanghai until 1925; Chao Hsin-po, legal adviser to Marshal Chang Tso-lin since 1922, and member of the Treaty Revision Commission, also Chang Tso-lin's youngest son.

Among the seriously injured are Mo Teh-hui, Minister of Agriculture and Commerce, formerly civil governor of Mukden, Yu Kuoh-an, advisor to Marshal Chang. Marshal Chang Tso-lin is believed to be dead, at least politically.

Destruction Explained.

Experts estimate that to obtain such destructive effects as to totally wreck three steel pullman cars, a land mine containing at least 200 pounds of high explosive must have been lodged on the top of the granite pillar supporting the bridge over the South Manchuria Railway over which Chang Tso-lin's special train was crossing at the time of the explosion.

For timing the split-second accuracy necessary to ensure that the explosion would occur at the moment Chang Tso-lin's car was passing, it is agreed that only electric ignition could have been used.

For placing the land mine, six hours work would be required,

and everything here shows the hand of the military sapper. Witnesses declare that the place was closely guarded the previous night and all passers-by were kept at a distance, but at daybreak the Japanese guards retired to bomb-proof log cabins, reinforced by earthen ramparts, three of which were within thirty yards of the scene of the outrage, one of them affording an ideal view of the approaching train.

Between daybreak and the time of the outrage (5.47 Monday morning) the time was insufficient for installing a land mine. The Japanese reports that the explosion was caused by hand grenades thrown into the carriage or a bomb placed under it are untenable in view of the havoc wrought, while the acknowledged fact that Japanese guards shot two Chinese loiterers at 8.30 that morning in the vicinity of the outrage and that they withdrew their guards prior to the train passing, suggests the advisability of the enquiry announced by the Japanese authorities today, to clear them of the Chinese charges of complicity or at least culpable negligence in connexion with the outrage.—Reuter.

A Handsome Return.

Daily regularity repays you 100% in the way of health and efficiency, and this can be ensured by the occasional use, when necessary, of Pinkettes, the gentle little liver and intestinal regulators. By banishing the chief cause of sick headaches, bilious attacks, liverishness, ill-smelling breath and pimply skin Pinkettes keep you "in the pink" of condition. Chemists everywhere sell them, or post free, at 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

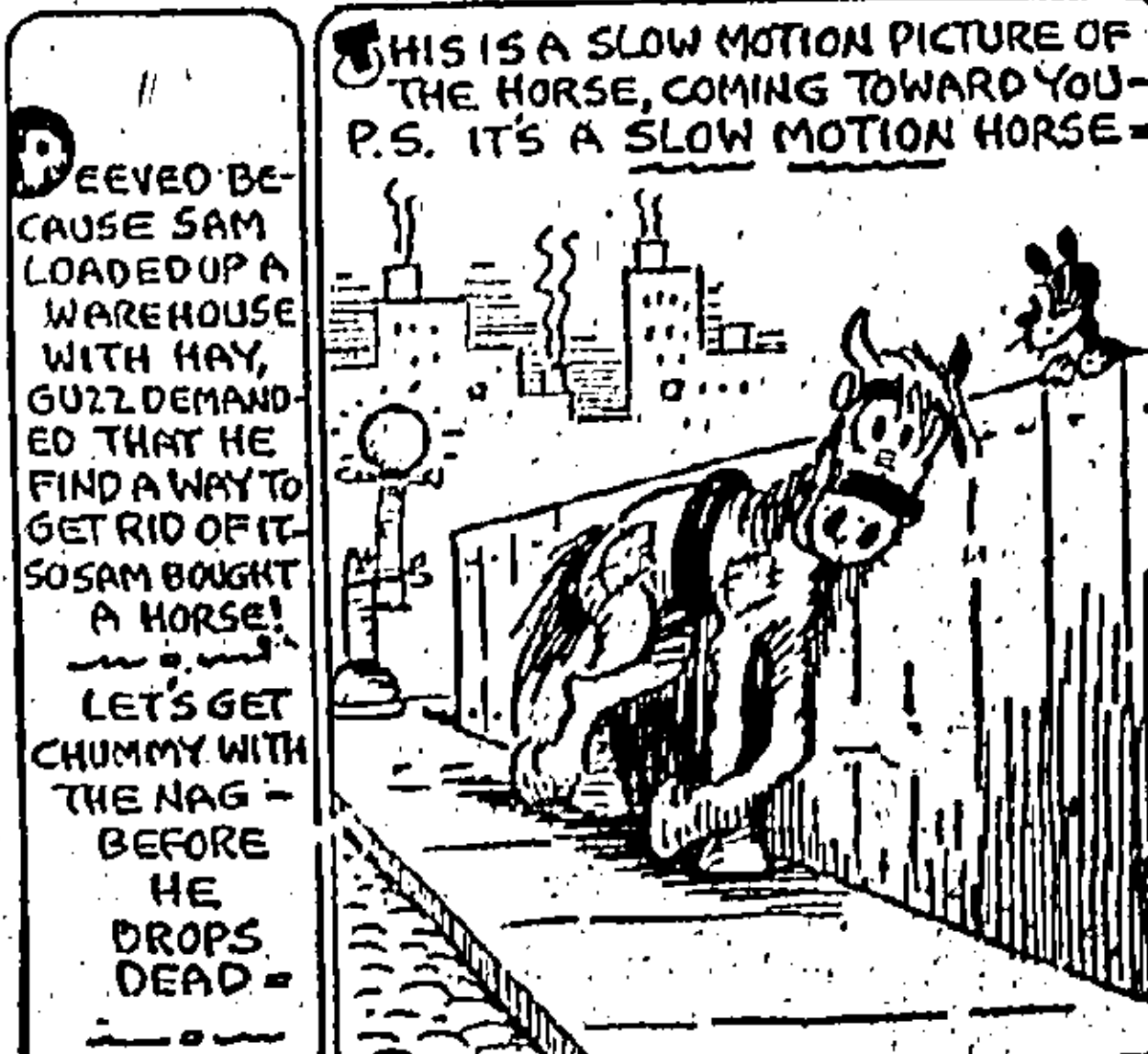
PINKETTES
LAXATIVE PERFECTION
KEEP YOU WELL

Gets you well

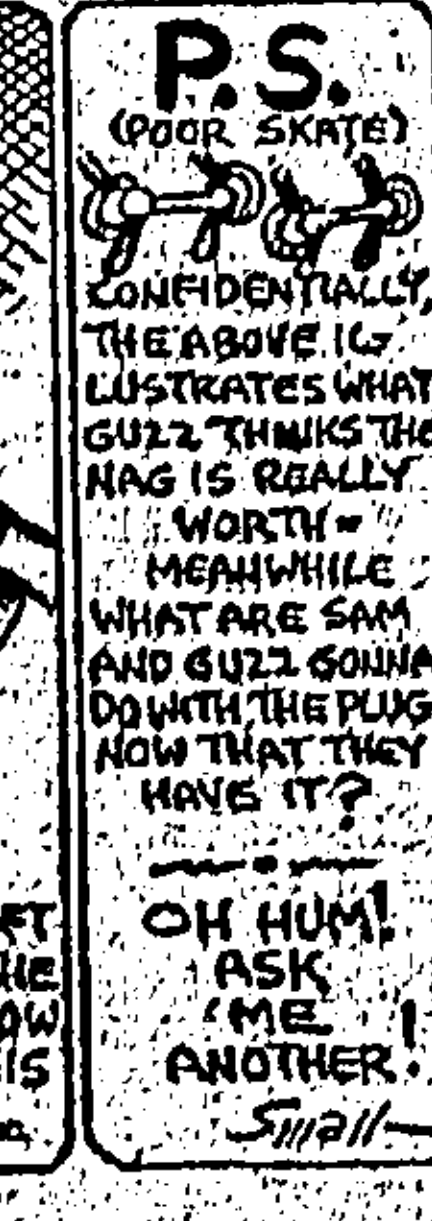
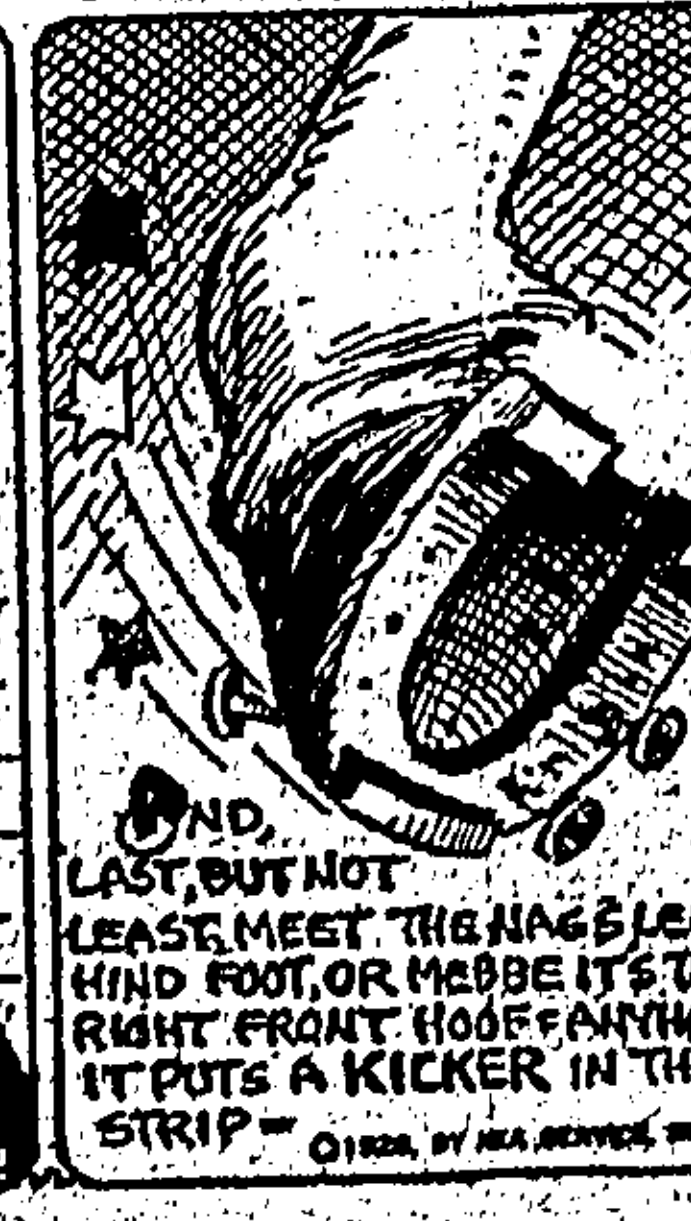
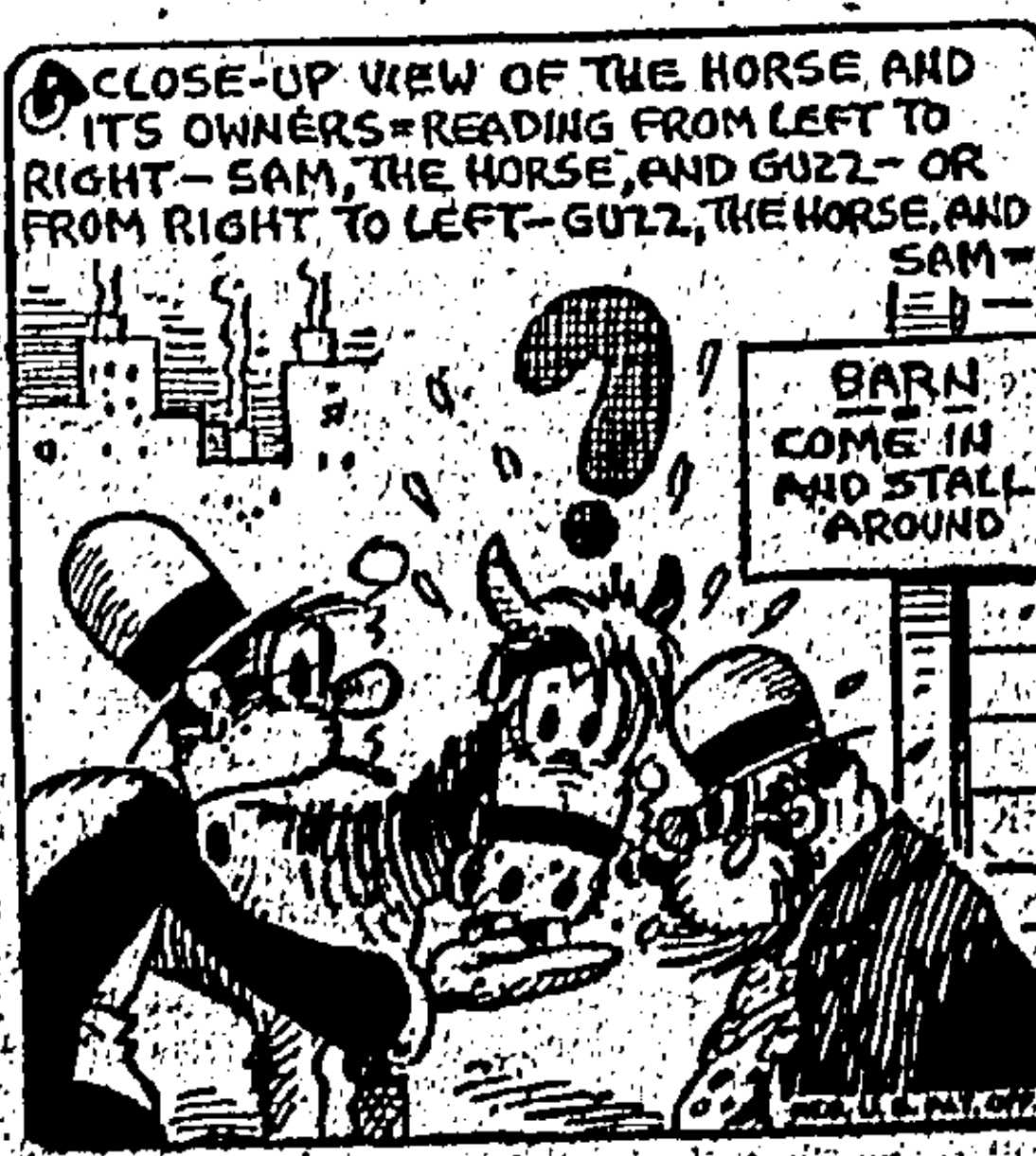
and keeps you well that is the object of SCOTT'S Emulsion which builds, nourishes and strengthens. Your doctor knows it. Ask for

SCOTT'S Emulsion
The protector of life

SALESMAN SAM



A Horse on You!



By Small

HONGKONG RECIPIENTS OF BIRTHDAY HONOURS.



Mrs. C. G. Alabaster, M.B.E.



Mrs. H. R. Romington, M.B.E.



Mr. A. J. Reed, I. S. O.



Mrs. E. D. C. Wolfe, M. B. E.



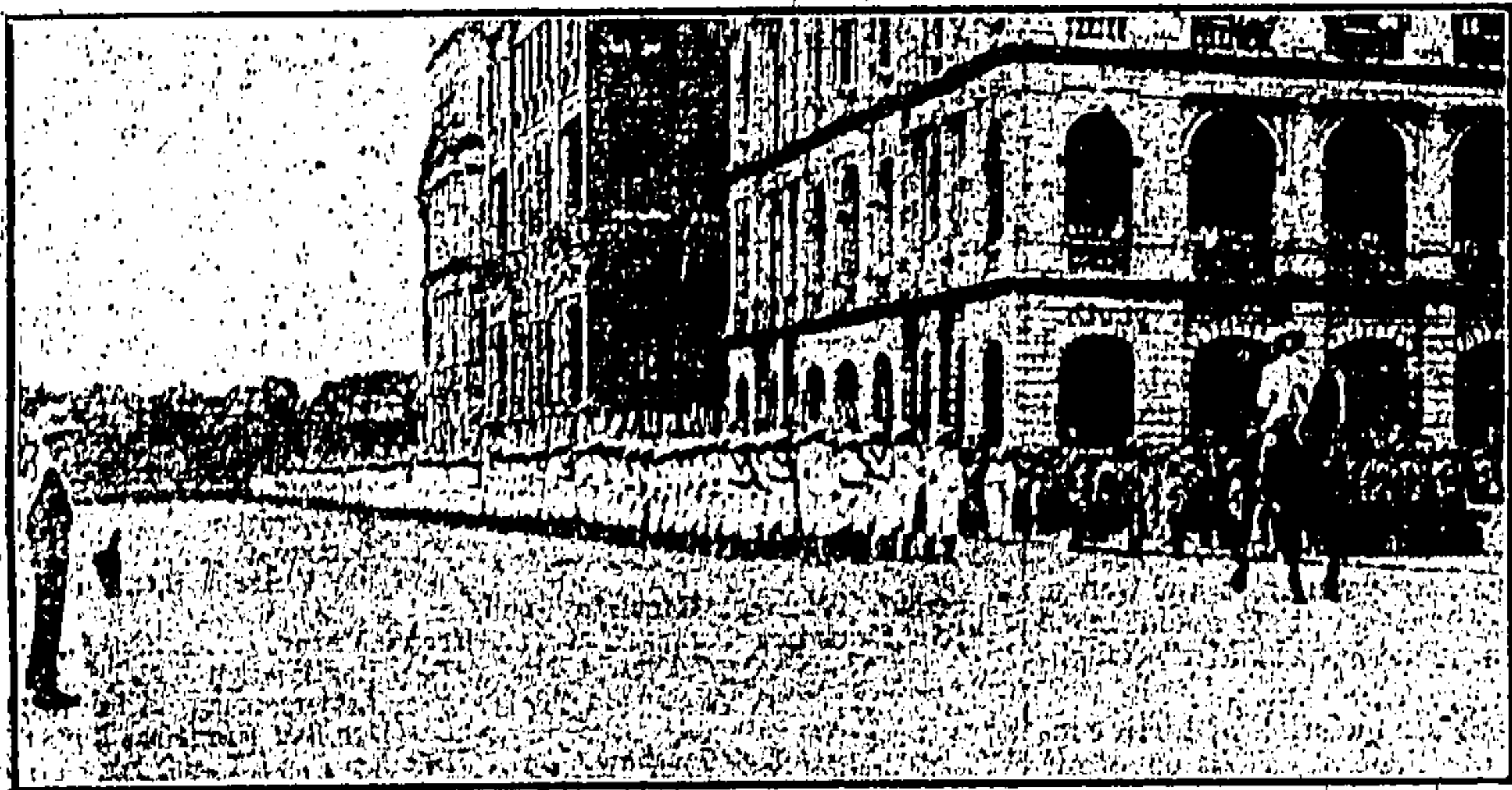
Mr. H. K. Holmes, C. B. E.



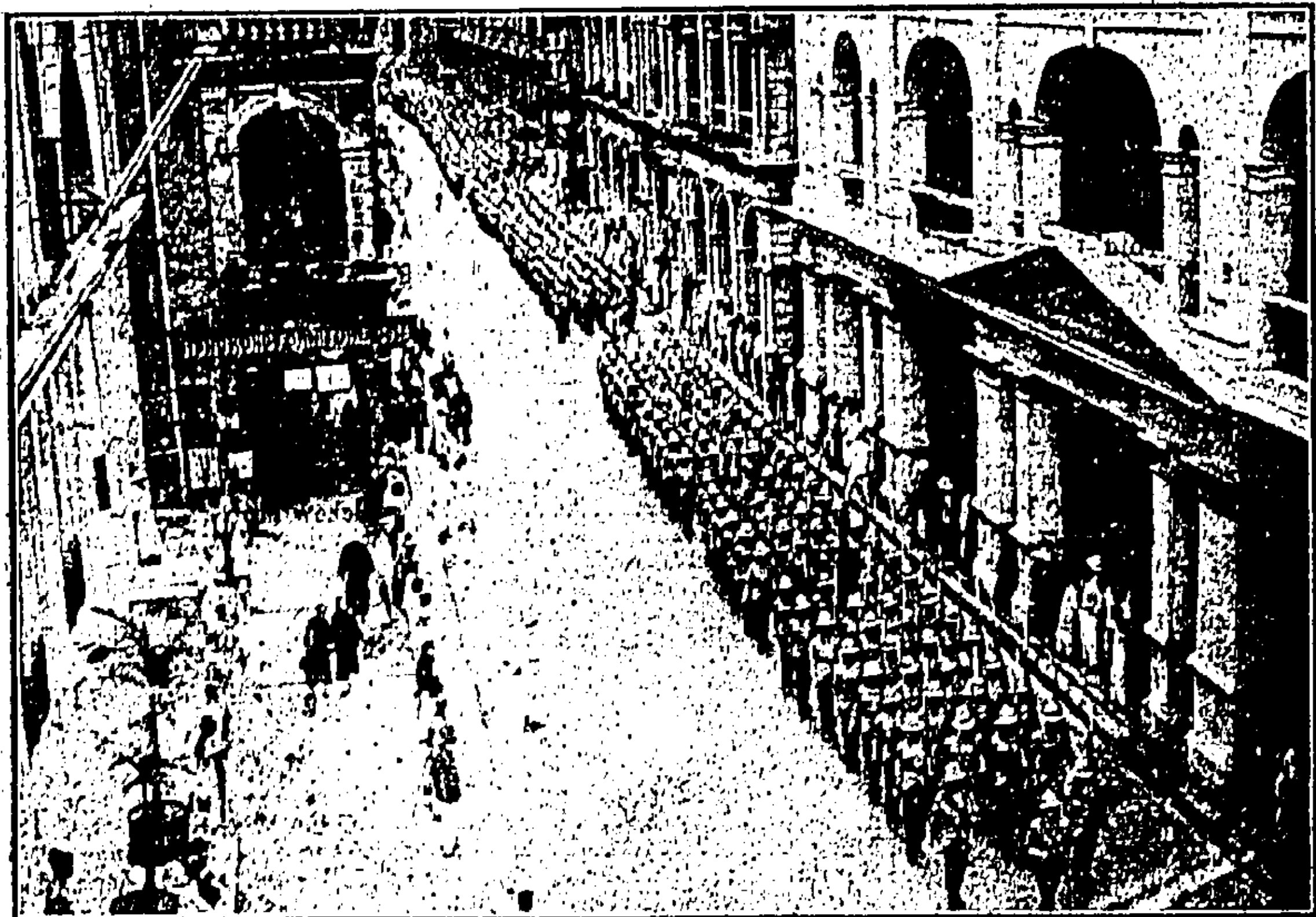
Dr. S. W. Tso, O. B. E.



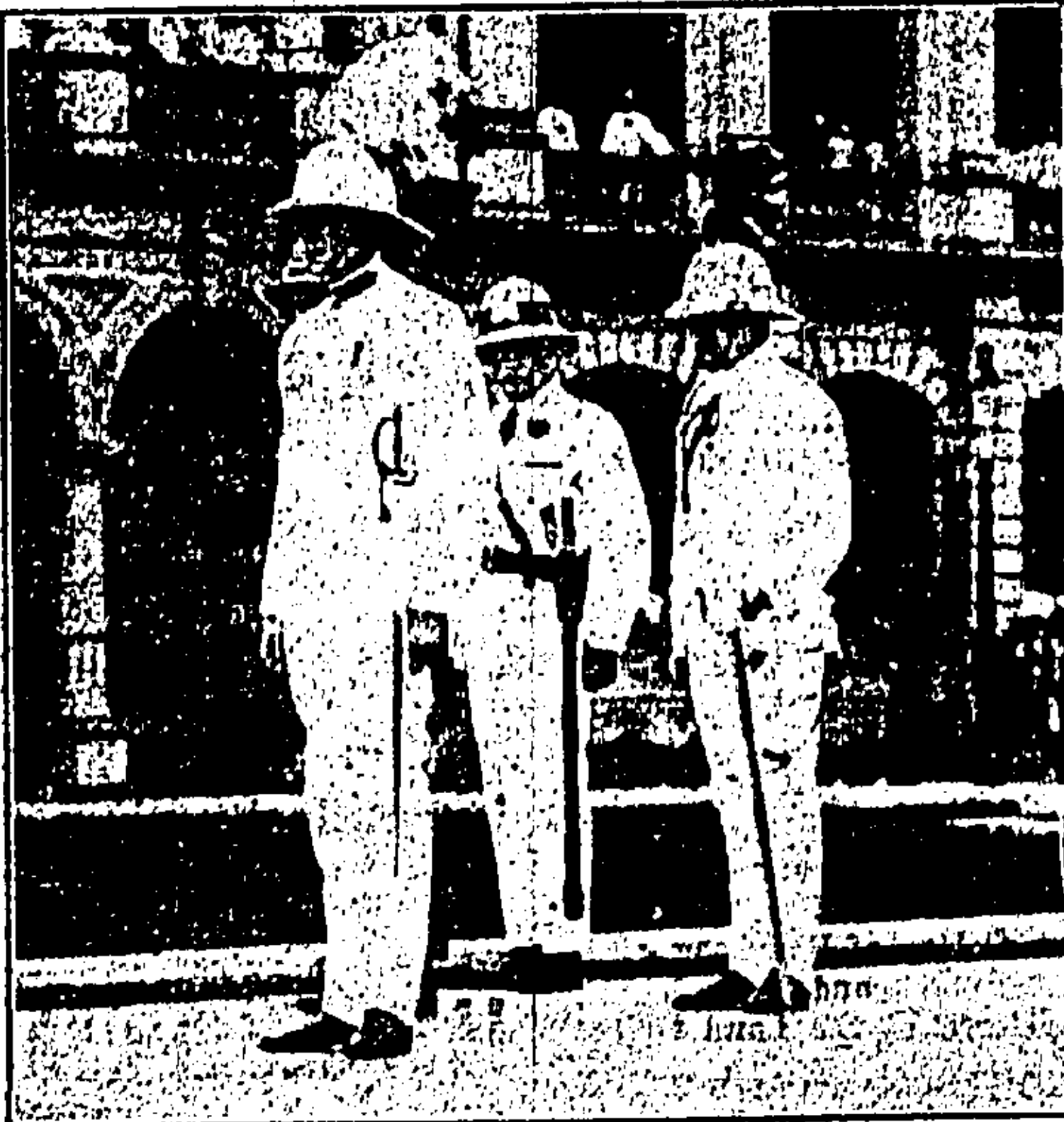
Mr. Robert Sutherland, O. B. E.



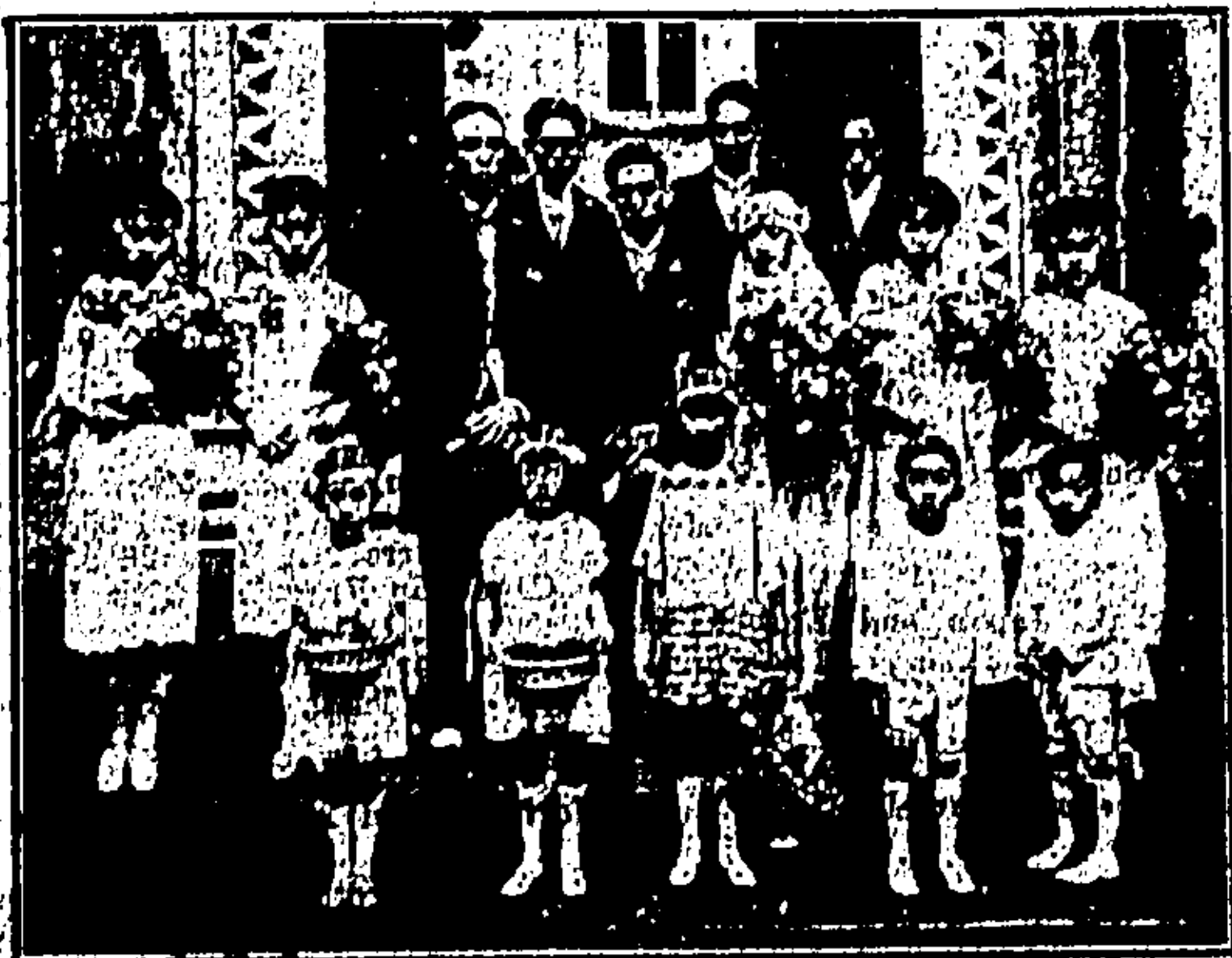
Some of the naval contingent marching past at the Cenotaph at the King's Birthday Parade. (Photo: Ming Yuen).



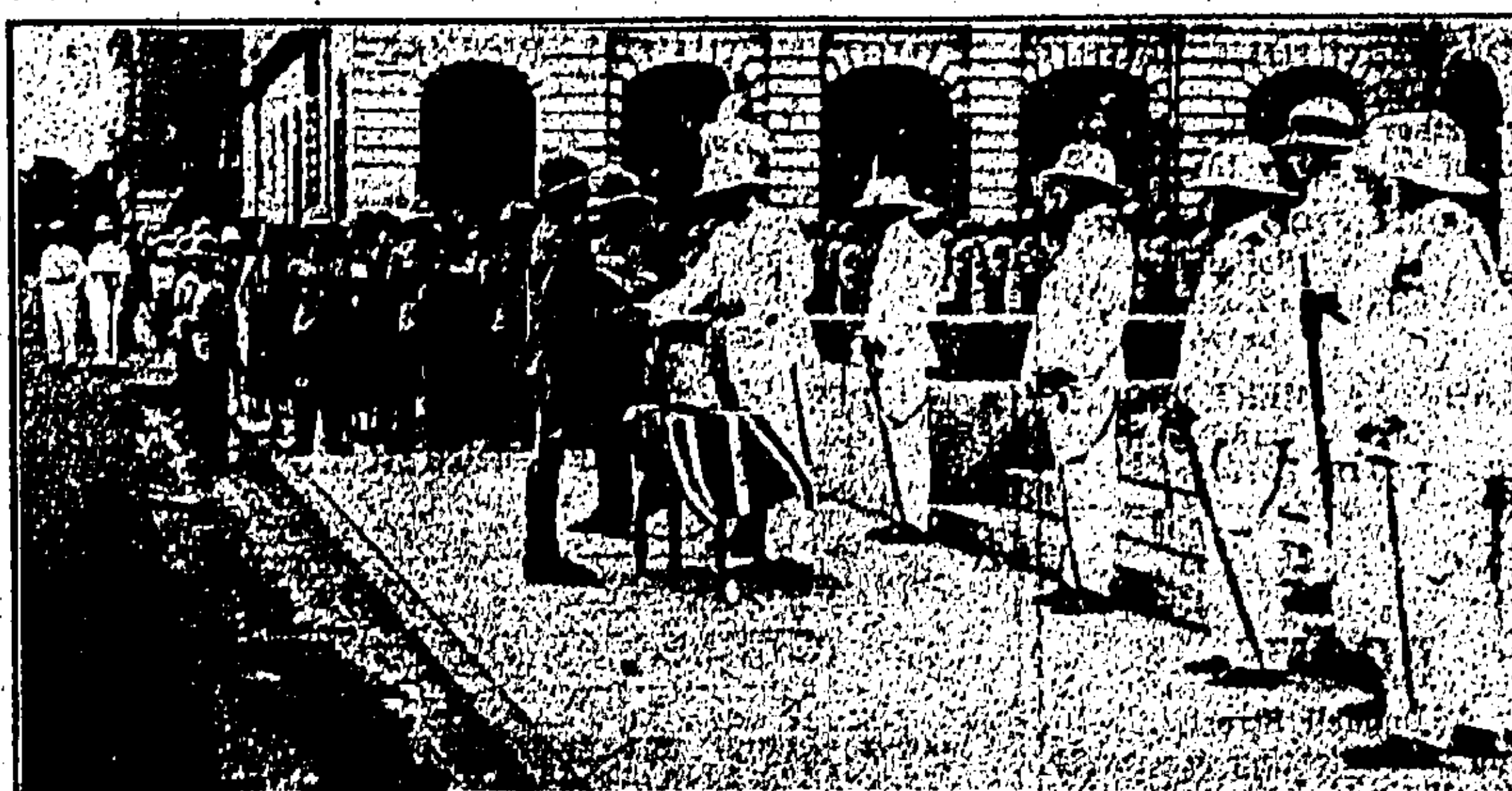
A detachment of the King's Own Scottish Borderers in Queen's Road during the King's Birthday march. (Photo: Welcome Studio).



H. E. the Officer Administering the Government (Hon. Mr. W. T. Southern) at the Cenotaph saluting base on the King's Birthday. (Photo: Ming Yuen).



Group taken at the wedding last Saturday of Mr. James Tung-sang Choy and Miss Sylvia Joyce Lau. (Photo: Ming Yuen).



H. E. the Officer Administering the Government decorating a member of H. M.'s forces with medal at the Birthday Parade. (Photo: Ming Yuen).

STOCKINGS



A strong hardwearing stocking made of fine lustre cotton, soft finish and unshrinkable.

4/1 rib legs with knopped turnover tops in same colour.

Three good colours—tan, fawn and grey.

All sizes 9½ to 11½

\$3.50 per pair.

Less 10% discount for cash.

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MEN'S WEAR SPECIALISTS

ALEXANDRA BUILDING, 111, DES VOEUX ROAD

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SOLE AGENTS:—

CALDBECK, MACGREGOR & CO., LTD.

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Keep Cool!



Century Ceiling Fans Do Two Things Better

Move the largest volume of air, on fast speed, when temperature and climatic conditions require.

When desirable, at slow speed, provide only such air circulation as is necessary to prevent discomfort and fatigue in crowded, poorly ventilated and overwarm rooms.

Obtainable from all leading Electrical Dealers.

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WHITEAWAY'S STANDARD VALUES

"KOOLTWILL" ENGLISH MADE READY TO WEAR MERCERISED TENNIS TENNIS SHIRT



MADE FROM FINE QUALITY WHITE MERCERISED TWILL SILKY FINISH

SPECIALLY RECOMMENDED FOR DURABILITY & APPEARANCE

ONE OF WHITEAWAY'S STANDARD VALUES

SHIRTS

SIZES 14" TO 17½"

UNQUESTIONABLY THE FINEST VALUE PROCURABLE—MADE IN TWO STYLES—COLLARS WITH HALTER LONG SLEEVES

PRICE 3.95

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WHITEAWAY, LATDEW CO., LTD.

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection:—
295, 300, 301, 305, 306, 315
344, 363.

BOARD RESIDENCE.

FAMILY HOTEL—Victoria Gardens. Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

WANTED.

WANTED You to know that Sennet Freres are selling regardless of cost their entire stock of Jewellery, Watches, Fancy Goods, etc. No reasonable offer refused.

FOR SALE.

FOR SALE.—Wanted you to know that Fomina, 1st floor, China Building are selling their model huts from \$5.00 to \$10.00, regardless of cost.

FOR SALE.—Essex Coach one year old. Owner driven less than 12,000 miles. Priced for quick sale at \$1,500.00. Write to Box No. 275, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET OR FOR SALE.—With early possession European House on Broadwood Ridge, Happy Valley, containing six rooms with Tennis Court. Particulars. Apply Messrs. Dencons.

HAIR WAVING.

MRS. BETEN'S permanent hair waves by oil process leaves the hair soft and glossy. Sea bathing, dampness improves its beauty. 2, Pratt's Building, Kowloon, Phone K.946.

"THE PEAK FLATS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.

Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to—
CREDIT FONCIER D'EXTREME-ORIENT,
4TH FLOOR,
FRENCH BANK BUILDING.

ARE YOU SICK? Why Continue To Suffer. Get The Foo On Chinese Herbs and Get Well. Constipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lan, Chinese Herbalist, Managing Director, Entrance 68, Queen's Road Central, Tel. C. 5009.

New Advertisements.

CHURCH NOTICES.

To-morrow the First Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong June 10th 1923 1st Sunday after Trinity Holy Communion 8 a.m. Children's Service 10.15 Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: Rev. H. V. Koop. Evening 6 p.m. Preacher: Rev. E. K. Quick Social Evening in Cathedral Hall after after Evensong.

Union Church: Kennedy Road Sunday Services June 10th. Sunday School at 9.45, Morning Service at 11, Hymns 343, 131, 264, 184, Preacher: Rev. J. Kirk Macdonald. Evening Service at 6, Hymns 106, 526, 598, 684. Preacher: Rev. J. Kirk Macdonald. Wednesday 8.15 Soldiers' and Sailors' Christian Association. Friday 5.30 Minister's Bible Class.

Westleyan Methodist Church, Queen's Road East, Sunday Services:—Morning 10.15 a.m. Preacher: Rev. J. C. Knight Anstey. Subject:—"Man's Destiny." Evening 6 p.m. Preacher: Rev. J. C. Knight Anstey. Subject:—"The Way to Peace." Sailors and Soldiers Home, Arsenal Street, Sunday 3 p.m. Men's Bible Class, 8.15 p.m. Service Men's Hour, Monday 5 p.m. Meeting of Ladies Church Aid, Wednesday, 8.15 p.m. Gospel Meeting for Service Men.

St. Andrew's Church, Kowloon. Sunday June 10th 1st Sunday after Trinity. 8.15 a.m. Holy Communion. 11 a.m. Morning Prayer & Sermon. Preacher: The Vicar. 6 p.m. Evening Prayer & Sermon. Preacher: The Rev. G. F. Stopford, C. F. Monday June 11th St. Barnabas. 7 a.m. Holy Communion 6 p.m. Scripture Union. Speaker, Rev. N. V. Halward.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "God the preserver of man." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass, U.S.A.

S. D. A. Hall, 7, Duddell Street, 1st floor, Sunday night, June 10, at 8.30 p.m. Pastor: L. W. Shaw. Subject "Getting Dressed for Heaven."

INDO-CHINA STEAM NAVIGATION CO., LTD.

The Forty-Seventh Ordinary General Meeting of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson and Co., Ltd., Pedder Street, Hongkong, on Wednesday, the 20th June, 1923, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 13th June to 4th July, 1923, both days inclusive.

By Order of the Board,
JARDINE, MATHESON AND COMPANY LIMITED,
General Managers,
Hongkong, 29th May, 1923.

NOTICE.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

With reference to the Notice to Shareholders of this Company dated 8th June, 1922, whereby the FINAL CALL of \$5.00 per share on the New shares was made payable on 15th Day of December, 1922, the General Managers and the Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of the Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 15th day of June, 1923, and that the form of Bankers Receipt already sent to Shareholders can be used as though the date named thereon were 15th June, 1923.

For the Hongkong Rope Manufacturing Co., Ltd.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 8th December, 1922.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 11th June, 1923, commencing at 10 a.m., at No. 16, Connaught Road, Central, First Floor.

A Quantity of Office Furniture. Comprising:—

Teak Desks, Chairs, Iron Safe, Royal Typewriter, Copying Press, Table Fan, Filing Cabinet, Shelves, Glass Partitions, etc., etc.

On view on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.
Hongkong, June 7, 1923.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 11th June, 1923, commencing at 11 a.m., at their Sales Room, Duddell Street

A Quantity of Embroidered Table Covers, Bed Covers, Dresses, Socks, Glass, Ivory, Sandalwood and Mother of Pearl Articles, Crochet Lace Doilies, Silk Shawls, etc., etc.

And

5 Rolls Coloured Silk Satteen.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.
Hongkong, June 7, 1923.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY, the 12th June 1923 commencing at 2.30 p.m.

at their Sales Room, Duddell Street

A Valuable Collection of Curios comprising:—
Vases, Incense Burners, Bowls, Plates, Cups, Table Screens, Lacquer Screens, Old Iron Pictures, Iron Bust, Ivory Vases, Crystal, Jade and Agate Ornaments, Amber Beads, Mandarin Coats, Skirts, Blackwood and Glass Lanterns, Pekin Embroideries, Chinese Hand Paintings, Lacquer Tables and Chairs, etc., etc.

On view from Monday, the 11th June 1923.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.
Hongkong, June 6, 1923.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

of the

VALUABLE LEASEHOLD PROPERTY situate at

Mongkoktsui in the Dependency of Kowloon

and Colony of Hongkong and registered at the Land Offices

KOWLOON INLAND LOT NO. 1572,

to be sold

on TUESDAY, the 19th day of June, 1923, at 3 p.m.

by
MESSRS. LAMMERT BROS.,
Auctioneers,
at their Sales Room
No. 8A, Duddell Street, Victoria,
Hongkong.

For further particulars and conditions of sale apply to:—

MESSRS. WOO & NASH,
Solicitors,
4 and 6 Queen's Road Central,
or to

MESSRS. LAMMERT BROS.,
No. 8A, Duddell Street,
Hongkong, June 8, 1923.

CHINA AUCTION ROOMS.

6, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.
E. V. M. R. de SOUSA.

"TALKING NONSENSE."

SCENE BEFORE JUDICIAL COMMITTEE.

A scene occurred in the Council Chamber of the Judicial Committee of the Privy Council recently when Lord Shaw, Lord Blanesburgh, and Sir Lancelot Sanderson sat to give their reasons for the dismissal of an appeal by Mr. P. D. Shamdasani, a native bank manager, of Bombay, from a judgment by the High Court of Bombay.

The matter related to an action which he had brought questioning the validity of resolutions passed at an extraordinary general meeting of Tata Industrial Bank, Ltd., for voluntary winding up and for amalgamation with the Central Bank of India.

Lord Shaw said that they wanted to know why Mr. Shamdasani had ventured to convene that Board again. At the hearing Mr. Shamdasani had argued his case at great length, and the Board had heard him with great courtesy. Every point that he had raised had been the subject of anxious consideration. He advised him to accept the judgment of the Committee and abandon further protracted litigation.

Mr. Shamdasani said that he felt that he owed a duty to their Lordships to show that they had no jurisdiction. He was inspired by Almighty God in what he was doing. The Board, he said, were simply talking nonsense, and he said that with the utmost respect.

Lord Shaw, addressing Mr. Shamdasani, said that the application which had been supported in such vehement language by him was of a most unprecedented description. It now transpired that Mr. Shamdasani had discovered or ascertained that he had discovered, according to his own view, that the jurisdiction of the Board to try the case had to be assailed. Their Lordships could not listen to such a proposition. They were distinctly of opinion that the course of justice could not be arrested in the manner applied for.

The reasons for the judgment against the appellant were then issued, and the incident ended.

The receipts from the Pwllheli Municipal Cinema last year relieved the rates to the extent of 6d. in the £.

THEATRE ROYAL CITY HALL

Saturday, June 16th,
at 9.15 p.m.

JACQUES THIBAUD

(The Great French Violinist)

Prices \$4, \$3, and \$2

Booking at Moutrie's

JACQUES THIBAUD

Direction: A. STROK

SALE OF JEWELLERY, WATCHES, FANCY GOODS, ETC.

at a

SACRIFICE

We are removing from our present premises (opposite main entrance of the Hongkong Hotel) and have to sell the entire stock.

No reasonable offer refused.

Sale commences on 1st June, 1923.

SENNET FRERES, China Building,
Pedder Street.

EDITOR'S CONTEMPT.

COURT SEQUEL TO ARTICLE IN THE "TABLET."

Mr. Oldmeadow, the Editor of the Tablet, appeared before a King's Bench Divisional Court to show cause why he should not be committed for alleged contempt of Court on a rule obtained by Mr. Carroll Roper, the Editor of the Nineteenth Century, and a defendant in a pending action for libel instituted by the Roman Catholic Bishop of Oran.

Mr. W. A. Jowitt, K. C., said that an article called "The Vatican, France, and the Action Française," by Dr. W. W. Longford, Rector of Caversham, Reading, appeared in the Nineteenth Century last November.

The Tablet published a reply in which it was stated: "We have never suggested or believed that the Longfords or the Romers have been swayed by a petty consideration, but they have certainly become the tools of very sordid interests."

Mr. Oldmeadow said he wrote the article before he heard of the writ in the Bishop's action. The Court differed in its judgment. Mr. Justice Shearman said he could not see how the fair trial of the action could be prejudiced by the words complained of.

Mr. Justice Avey said the words were a personal imputation on one of the parties in a pending action, and he thought the rule should be made absolute.

Lord Hewart said that contempt of the Court had been committed, but the justice of the case would be met by the rule lying in the office for a month. Mr. Oldmeadow to pay the costs of the proceedings.

DARING YOUTH AND THE CHURCH.

WHEN GRANDMOTHER SHUDDERS!

Although there is a decline in the number of Sunday School scholars, the Rev. M. E. Aubrey, the Secretary of the Baptists Union, is not pessimistic about modern youth.

At a Bristol Assembly he stated that youth wanted a positive religion and were not much interested in most of the Ten Commandments. "It is free and rejoices in its freedom. It knows its power and is learning responsibility."

"True, our young men and women discuss matters that would make our grandmothers shudder" (laughter).

"That big question of birth control is to them a serious economic problem. We may not like all this, but it is no use hiding from it" (Hear, hear).

It was useless to set out to win youth for Christ with appeals that were remote from their interests and needs. In a sense youth was the same in every generation—impulsive, daring, generous—but its thoughts changed and the change in the last fifteen years had been very great.

"They dislike prohibitions, and they tell me they do not believe Christ would forbid them to play healthy games in the open air on Sundays, rather than sit in church listening to a service that does not interest them."

"I do not agree with them and it is rather upsetting for some of us, but it will come right if we do not adopt a superior attitude and show them we do care about them. If we do not satisfy their spiritual needs, let us pray that some other church may."

"Our churches should capture the splendour and daring of our modern youth" (cheers).

A resolution was carried expressing gratitude that £208,000 had been promised towards the £300,000 superannuation fund for distressed ministers and ministers' widows.

POST OFFICE NOTICE

RADIO NOTICE.

RADIO TELEGRAPH SERVICES are now in operation as follows:—Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kowloon, Fort Bayard, Tehekan, Hoihow, Amoy and Foochow, etc.

It is notified for information that the via Wireless rate to EUROPE has been reduced to \$1.05 per word. The rate to the Dutch East Indies has been reduced from \$1.00 to 90 cents per word as from April 25th, 1923.

Rates and further particulars on application to the RADIO COUNTER, 1st Floor, Government Building.

Telegraphic Addresses:—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

A direct service to Yunnan Province was opened 20th April, 1923. The inclusive charge will be 60 cents per word; no charge will be collected from the addressee in Yunnan. The service is, however, liable to interruption owing to atmospheric disturbances and messages are accepted at sender's risk.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Postal Service to Swabue and neighbouring places has now been

INWARD MAILE.

From	Change	Due
Australia and Manila	Per	June 9.
U.S.A., Canada, Japan and Shanghai	Per	June 9.
Calcutta and Straits	Per	June 9.
Shanghai and Swatow	Sinking	June 9.
Amoy	Sanchia	June 10.
Japan, Shanghai and Europe via	Sado Maru	June 10.
Siberia	Katori Maru	June 10.
Straits	Emp. of Canada	June 11.
Manila	Lina	June 11.
Shanghai and Amoy	President Madison	June 11.
Shanghai	Antenor	June 12.
Straits	Cremer	June 12.
Japan and Shanghai	Kitano Maru	June 15.
Japan and Shanghai	Tango Maru	June 19.
U. S. A., Honolulu, Japan and	General Metzinger	June 19.
Shanghai	Korea Maru	June 19.
Australia and Manila	Aki Maru	June 21.
Straits	Atsuta Maru	June 25.
Japan and Shanghai	Haruna Maru	June 29.

OUTWARD MAILE.

For	Per	Date
Saigon	Telemachus	Sat., June 9, 2.30 p.m.
Manila	Pres. Pierce	Sat., June 9, 4.30 p.m.
Bangkok	Kingchow	Sat., June 9, 4.30 p.m.
Sam Shui and Wuchow	Kochow	Sat., June 9, 4.30 p.m.
Amoy and Japan	Takada	Sat., June 9, 5 p.m.
Swatow, Amoy and Formosa	Kishu Maru	Sun., June 10, 9 a.m.
Bangkok via Swatow	Kaying	Sun., June 10, 9 a.m.
Shanghai and Japan	Katori Maru	Mon., June 11, 10.30 a.m.
Swatow	Hydrangea	Mon., June 11, 2.30 p.m.
Amoy	Sinkiang	Mon., June 11, 4.30 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via	President Madison	Mon., June 11, 8 p.m.
via Victoria B.C.	Parcels	Registration 4.15 p.m.
	Letters	6 p.m.
		(Due Victoria B.C. July 2.)

Shanghai, Japan, Honolulu and San Francisco	Tenyo Maru	Tues., June 12, Registration 9.45 a.m. Letters 10.30 a.m. (Due San Francisco July 6.)
Swatow, Amoy and Foochow	Haiyang	Tues., June 12, 2 p.m.

Shanghai, Japan, Canada, U.S.A., C. & S. America, Europe via Vancouver B.C. and Europe via	Empress of Canada	Tues., June 12, 8 p.m. Registration 4.15 p.m. Letters 6 p.m. (Due Vancouver B.C. 80th June.)
Siberia	Parcels	Registration 4.15 p.m. Letters 6 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Antenor	Wed., June 13, K.P.O.
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	Registration	9 a.m.
	Letters	10 a.m.
	G.P.O.	
	Registration	9.45 a.m.
	Letters	10.30 a.m.
		(Due Marseilles 11th July.)

Swatow	Hangsang	Wed., June 13, 10.30 a.m.
Java via Batavia	Tjikembang	Wed., June 13, 2.30 p.m.
Manila, Australia and New Zealand via Thursday Island	Parcels	Fri., June 15, 5 p.m.
	Change	Fri., June 15, Registration 9.45 a.m. Letters 10.30 a.m. (Due Thursday Island 26th June.)

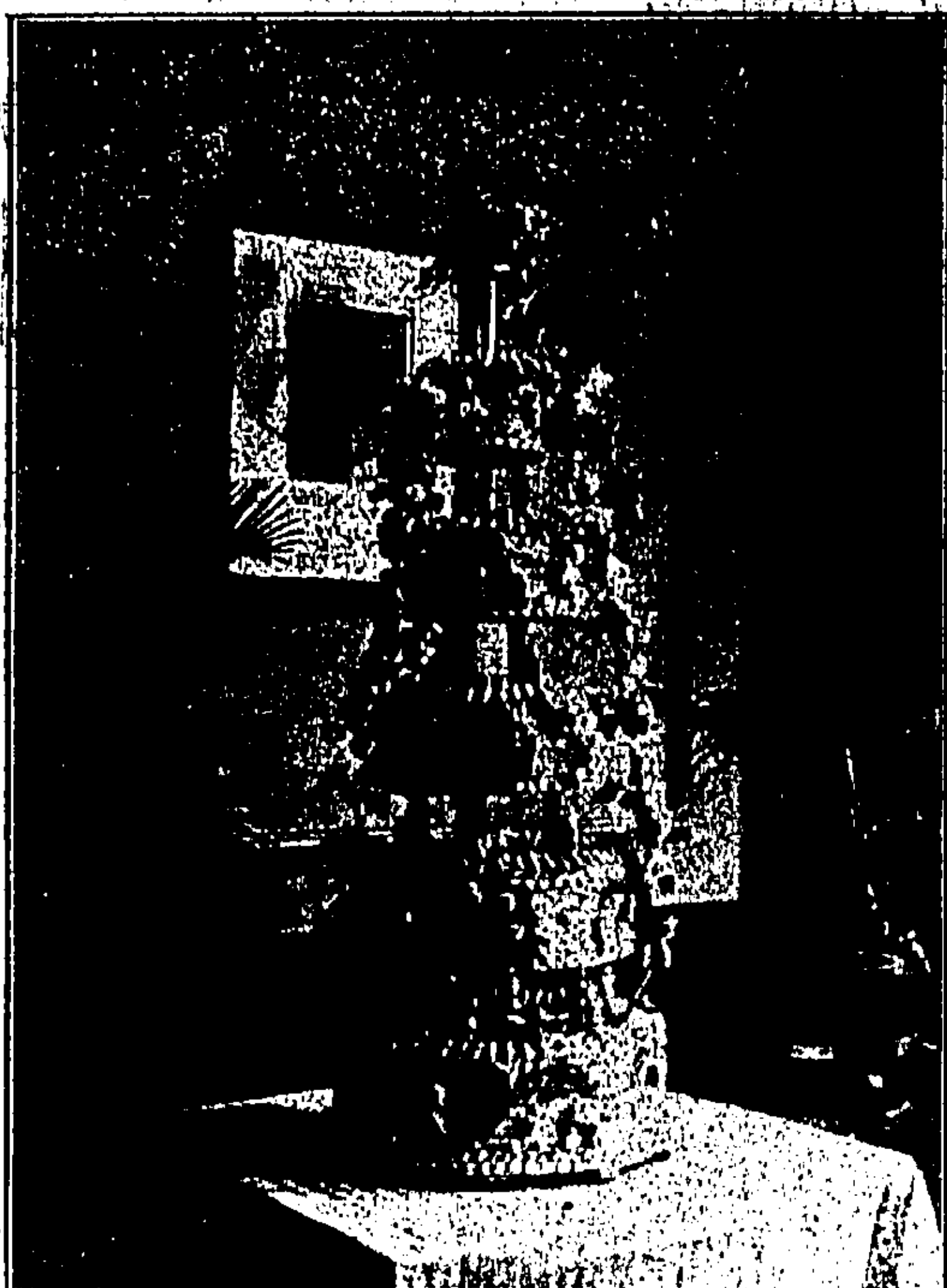
Swatow, Amoy and Foochow	Hai Ching	Fri., June 15, 2 p.m.
Wei Hai Wei	Kuelchow	Fri., June 15, 2.30 p.m.
Shanghai	Szechuen	Fri., June 15, 6 p.m.
Hoihow, Pakhoi and Haiphong	Teon	Sat., June 16, 8.30 a.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Kitano Maru	Sat., June 16, K.P.O.
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	Registration	15th 4.30 p.m.
	Letters	10th 9 a.m.
	G.P.O.	
	Registration	10th 8.45 a.m.
	Letters	10th 9.30 a.m.
		(Due Marseilles 16th July.)

Amoy	Sui Sang	Sat., June 16, 5 p.
Manila	Pres. Hayes	Sat., June 16, 5 p.
Saigon	Ceylon, India, Mauritius,	

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Here is the magnificent wedding cake, weighing 150 lbs., supplied by Lane, Crawford's Restaurant for the wedding of Mr. Robert Ho Tung and Miss Hesta Rosalind Hung. (Photo: Mee Cheung).



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HOPES.

MORE MODERN PLANT
NEEDED.

BALFOUR REPORT.

Many interesting data regarding our metal industries are to be found in a further volume issued by Sir Arthur Balfour's Committee on Industry and Trade.

This volume, the fourth of the series, is entitled, "Survey of Metal Industries," and is divided into five parts, dealing respectively with Iron and Steel, Engineering, Electrical Manufacturing, Shipbuilding, and Coal Mining.

Most of the great inventions, which underlie modern practice in iron and steel manufacture are, the Committee reminds us, the work of British inventors.

The British industry grew to large stature years before those of the countries which are now its principal competitors. But the later development of the industry abroad naturally meant that the plant was more up-to-date than in the older British industry, and the process of adaptation to new conditions proceeded somewhat slowly in this country before the war.

Where England Leads.

As regards the efficiency of the British iron and steel industry in comparison with foreign plant and practice, the view is expressed that the efficiency of plant in the heavy branches of British industry is less uniform than it is in Germany or the United States of America.

Steel-making practice and rolling-mill practice, state the Committee, are distinctly better than the blast furnace practice, largely owing to new plant put down during and immediately after the war.

From the point of view of quality, says the Committee, British industry leads. As for future prospects, the Committee hopes for recovery, and says, indeed, that the revival of world production is well under way.

Discussing electrical manufacturing, the Committee says that great progress has been made since the war, and the industry now occupies a much more favorable position than it did as regards output, export, financial strength, and general efficiency.

The British output of electric lamps has considerably increased since the war, and on a value basis exports exceed imports.

The electrical industry of Germany is comparable in size with, although larger than, that of the United Kingdom, and that of the United States of America is on a considerably larger scale. These three countries are the suppliers of electrical machinery and apparatus in the world's markets.

A Doleful Record.

In engineering, the story is rather doleful. In agricultural machinery, output during post-war years has fallen heavily, due to the reduction in the export demand, particularly from Russia. Locomotive building also is not in a good way.

Exports in both these classes, have declined severely, but, all the same, Britain led in 1925 as an exporter of boilers and boiler-

MOTOR CARS OR
BABIES?

DEAN INGE ON NEGLECT
OF DUTY TO NATION.

"SELFISHNESS."

Oxford, May 8.
"Do not for the sake of a motor-car, which perhaps you could not otherwise afford, deprive yourselves and the country of children. There is a great deal of selfishness in this matter, and it is rather growing."

This appeal to young people was made by Dean Inge at the inaugural meeting to-night of the Oxford Eugenics Society, at which he condemned what he called "The Bungalow System."

Young couples, he said, were settling down in small houses with no spare bedrooms, and were taking care to have no children.

"That is not the way to fulfil one's duty to the next generation," he continued. "We are populating the country from the worst stocks. Those classes which are the best are not reproducing their kind. The better class of artisan is also reducing in numbers."

Growth of Feeble-Minded.
"On the other hand, dwellers in slums have a high birth rate, and the feeble-minded have the highest birth rate of all."

"It cannot be denied that the members of the learned professions, and officers of the Army and Navy are not inferior for intelligence and physique, and it is a dangerous symptom that these classes are dwindling, while the feeble-minded are increasing so rapidly. There is no question that the upper middle-classes are the cream of the community."

The Government, he said, was taking the cream of the working classes, and was educating them at the expense of the rate-payers to enable them to take the bread out of the mouths of the professional man's sons.

The knowledge which was at the disposal of educated people should not be withheld from the population as a whole. As far as possible, the slums should be abolished. He did not think that measures for sterilization would ever be introduced into this country, and he was not certain that it was desirable.

house plant, prime movers, rail locomotives, and textile machinery. On a weight basis, we also led in sewing machines, but in value were second to Germany.

In motor-cycles the exports are large, the only serious competitor being the United States. But attention is called to the late start of the British motor industry caused by legislative restrictions. In 1926 and 1927, exports of motor-cycles exceeded imports for the first time.

In the case of pedal bicycles, this country also leads, Germany being second.

Post-war fluctuations in shipbuilding are discussed in considerable detail. It is explained that, in the main, shipbuilding abroad has followed the same course as here—the boom which immediately followed the war being succeeded by a long depression.

The chapter on coal is mainly and frankly a summary of the Samuel Commission Report.

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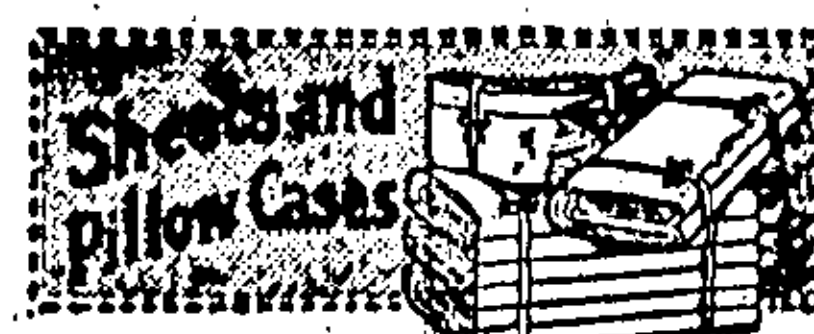


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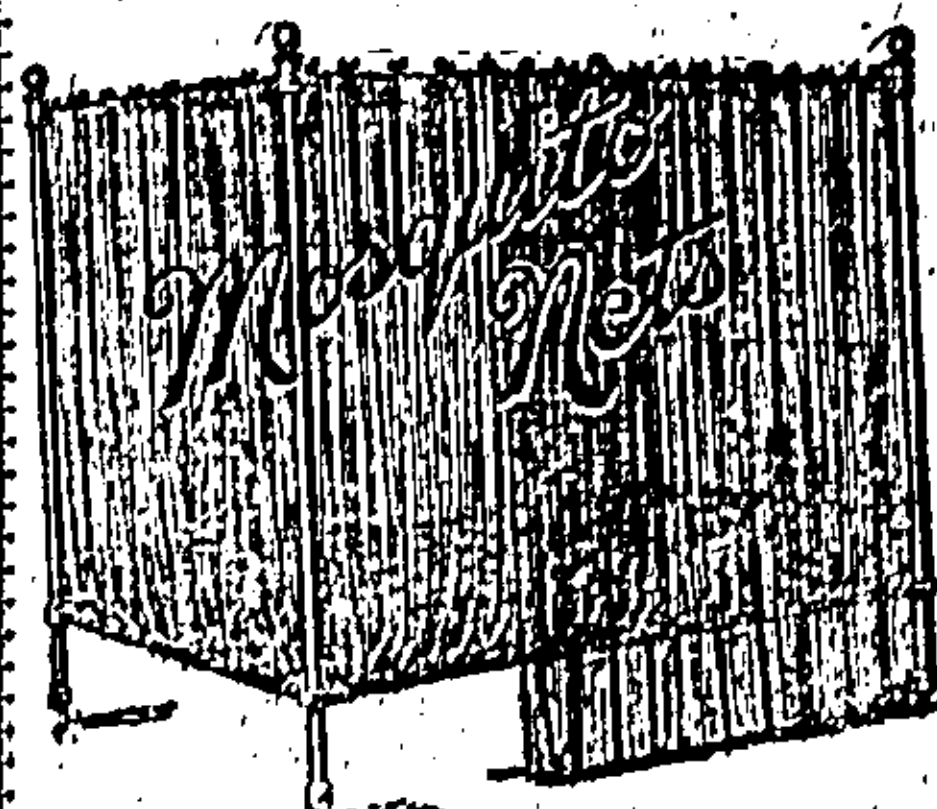
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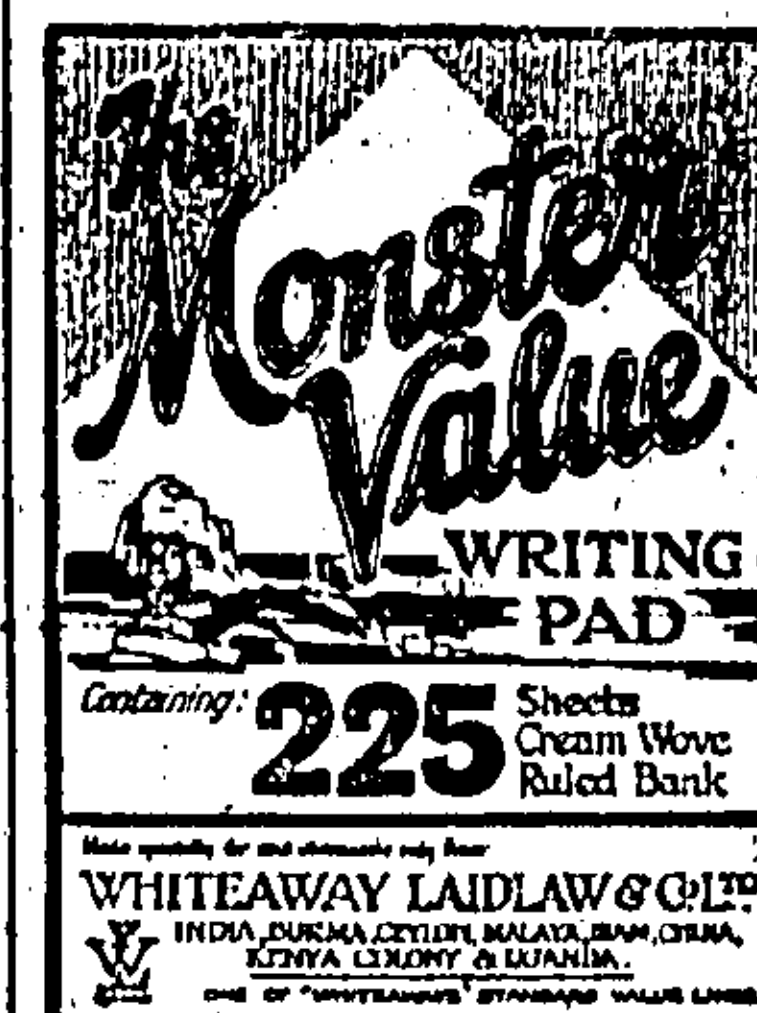
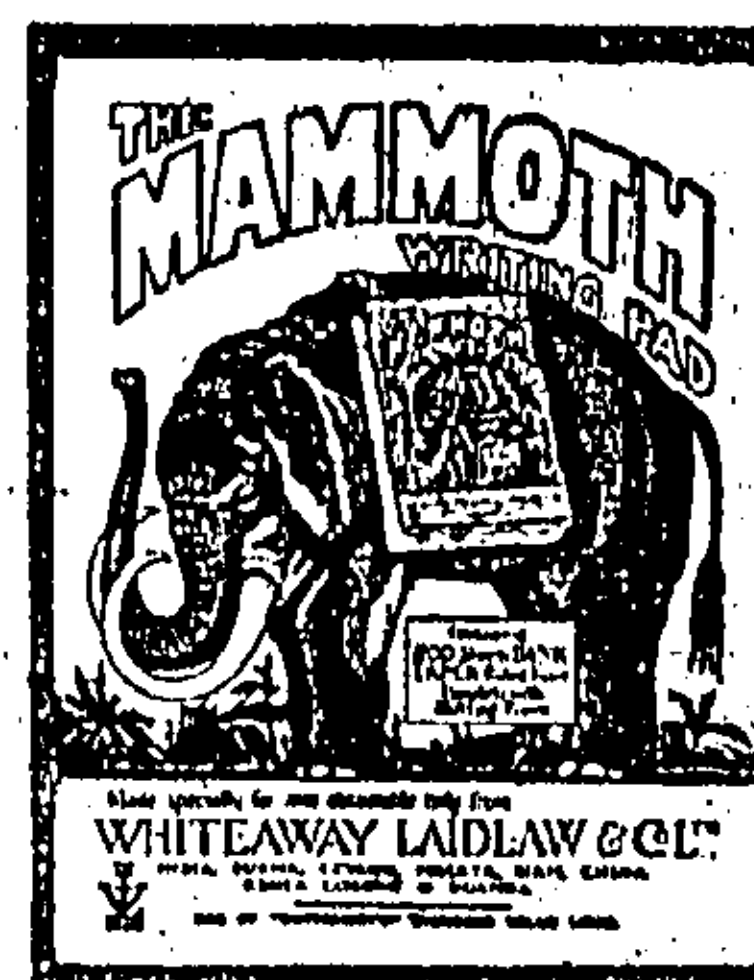


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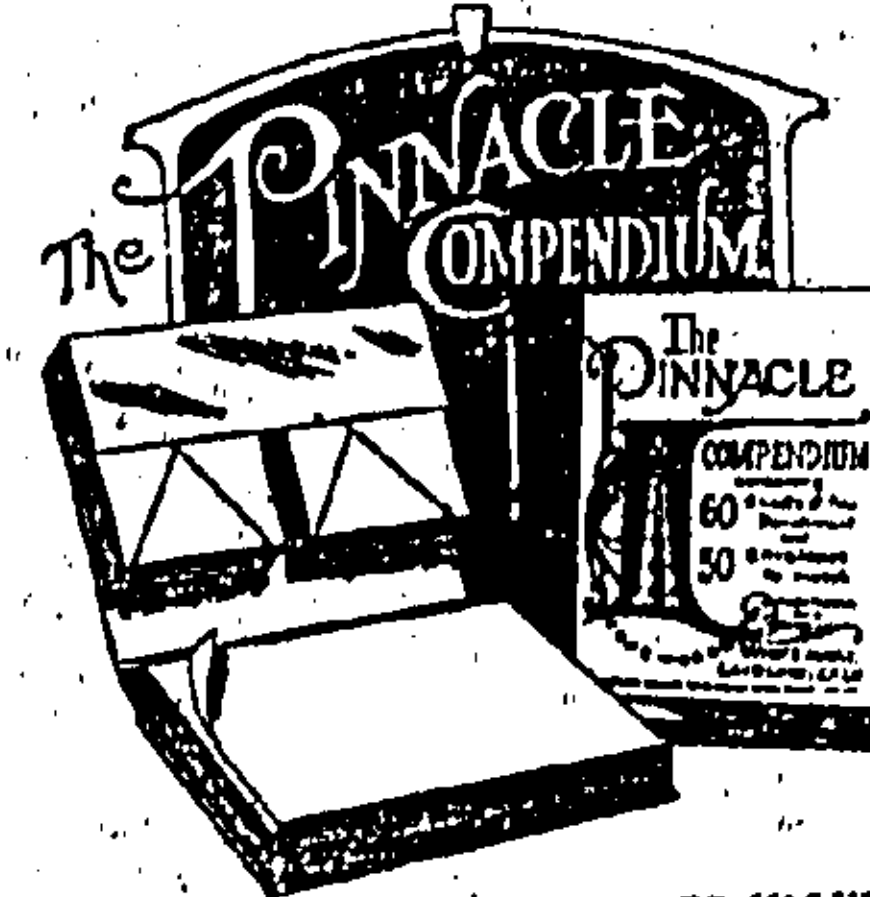
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FORMER GOVERNOR HONOURED.



Sir Reginald Stubbs, former Governor of Hongkong, who was given the G.C.M.G. decoration in the King's Birthday Honours. He is at present Governor of Jamaica.

THE MODERN GIRL IN EPIGRAM.

HARROW HEADMASTER GIVES IMPRESSIONS.

Be good, sweet maid, and if you
can, be clever,
And do your best, nor talk
about it long.
And so let life, death and the
Great Forever,
Just come along.

The above version of Longfellow's well-known lines, "Be good, sweet maid, and let who will be clever," was suggested by Dr. Norwood, headmaster of Harrow, at the opening of Weston Birt, the new public school for girls, near Tetbury, Gloucester.

"Why," he asked, referring to the first line, "should we expose our sisters and daughters to the distressing alternatives between Stupidity and Vice?"

In his speech Dr. Norwood gave his impressions of boys and girls, some of his epigrams being:—

Boys suffer at times from enlarged hearts; girls are in danger of suffering from enlarged consciences.

The boy will always do as much as he thinks is fair, but the girl is apt to try and do what her mistress thinks is fair.

The girl is the nobler creature, but the boy is the more sensible animal.

Women sometimes overstrain themselves, and then they invariably overstrain their pupils.

Dr. Norwood said that there was talk, not without foundation, of overstrain on girls.

He admitted that that was the fault of the professional teachers, both men and women, who are apt to expect too much, in and out of school, of those under their care.

"I hope Mrs. Craufurd (the headmistress) will not make that mistake," he said, adding that he did not recommend to Weston Birt the Victorian idea familiarised in Longfellow's lines.

Never Taught Before.

The opening ceremony at the school, which has been described as the Girls' Stowe, was performed by the Duchess of Beaufort before a gathering of about 1,500, including 70 girls who are already at the school.

The headmistress, Mrs. Houston Craufurd, has never before had any teaching experience, but has been associated with the Girl Guide and Boy Scout movement.

Mrs. Craufurd said that while she had no teaching experience whatever, she had been associated with character building.

"The more I see of young people of the present day the more do I admire, respect and believe in them. I believe in their honest, candid outlook.

"Would Scrub a Floor."

"They take nothing for granted and, looking life straight in the face, work out their own ideas with courage."

Miss Faithful, late Mistress of Cheltenham Ladies' College, said that she hoped this great adventure would not be eccentric.

"There are some things so well tried that I think we should still continue them. It is still neces-

A PRINCE'S LIBEL ACTIONS.

ERROR OF FRENCH STATE DEPARTMENT.

A settlement was announced before Mr. Justice Salter in the King's Bench Division recently of consolidated actions for libel, in which the plaintiff was Prince Felix Youssouppoff and the defendants were the *Sunday Express*, the *Daily News*, and the *News of the World*.

Mr. Norman Birkett, K.C., for Prince Youssouppoff, said that a short statement of the facts of the case was very desirable.

Prince Youssouppoff was a member of the Russian Imperial family, and his wife was a granddaughter of the late Alexander III., Emperor of All the Russians. They lived in Paris, where they were the recognised leaders of the Russian refugees who fled from Russia because of the present Bolshevik regime.

The Prince and his wife established a business as dress designers in Paris and London under the name of Irfe, and the business was very successful. They moved in society, and were well known in Paris and London and on the Continent generally.

The *Sunday Express* published a report that Prince Youssouppoff had caused a sensation in Paris by suddenly leaving the country, adding: "It is understood that he became involved in an unfortunate affair which will have possible unpleasant consequences for himself. He is thought to have left France for London or Switzerland, and will remain there until the incident may be forgotten or settled."

The *Daily News* stated that the Prince had been "forced to leave Paris on account of a society scandal," and the *News of the World* said, "the self-confessed slaver of Rasputin has been expelled from France."

It was important that it should be made plain that there was not a word of truth in the allegations, and the newspapers had never sought to contend that the reports which they published were true. The newspapers had been misled by a confusion of names.

Prince Youssouppoff had no desire to make money out of the matter, his only object being to vindicate his good name and to do something to repair any possible damage to his business.

The defendants had apologised, stating that the report was completely without foundation and that the honour of the Prince was vindicated. The defendants would indemnify the Prince in respect of costs, and pay him a sum of money which would be devoted to Russian charities in France.

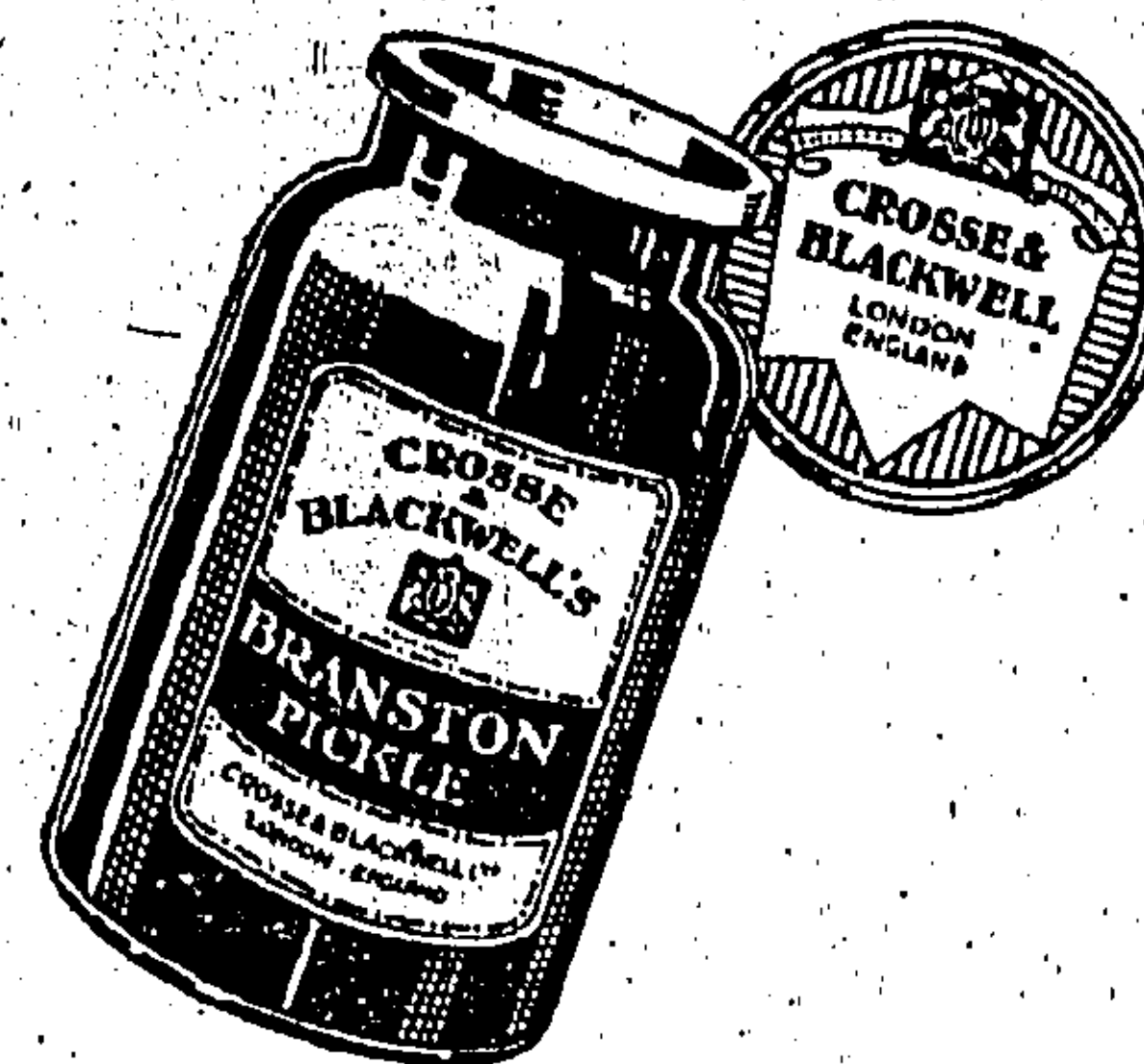
It is a pity that girls should have a good foundation in learning, and they can still be good wives and mothers if they have had a fair amount of learning.

"We can still manage our houses if, even in the dark ages of the past, we learned Latin."

"I should be ashamed not to scrub a floor against anybody or clean a hearth or turn out a room."

"Weston Birt girls can hardly expect to do more than that in the matter of mere housewifery."

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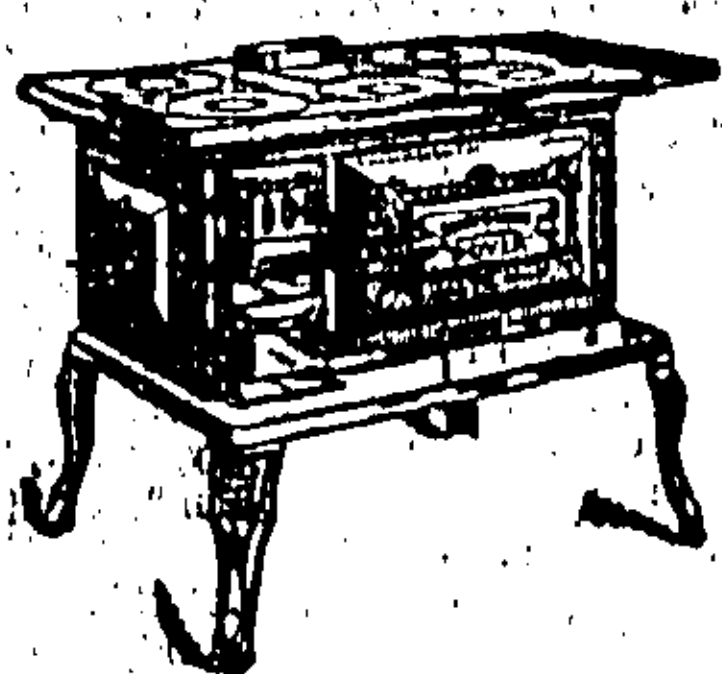
IS A WEEK ALLOWANCE FOR
MEN WITH £1,000 A YEAR.

The Metropolitan Police Force on January 1, 1928, numbered 19,882 persons, headed by five chief constables, 35 superintendents, and 656 inspectors. These figures appear in the report of the Metropolitan Police Fund. Incidentally it is interesting to note that, although the chief constables receive salaries ranging from £300 to £1,000 per annum, they receive a boot allowance of 1s. a week!

The British Museum pays £2,790 a year for its police service; the House of Lords £10,719, and the House of Commons £13,977. The policing of Hyde Park and the Tower of London costs the Office of Works £25,899; while the Royal Mint costs £7,101 to guard. The sum of £20,610 is received from public companies and private individuals for police services.

Fees, fines, and penalties imposed at the Metropolitan Police Courts last year enriched the police fund by £77,252, while £3,637 came from the sale of old police clothing.

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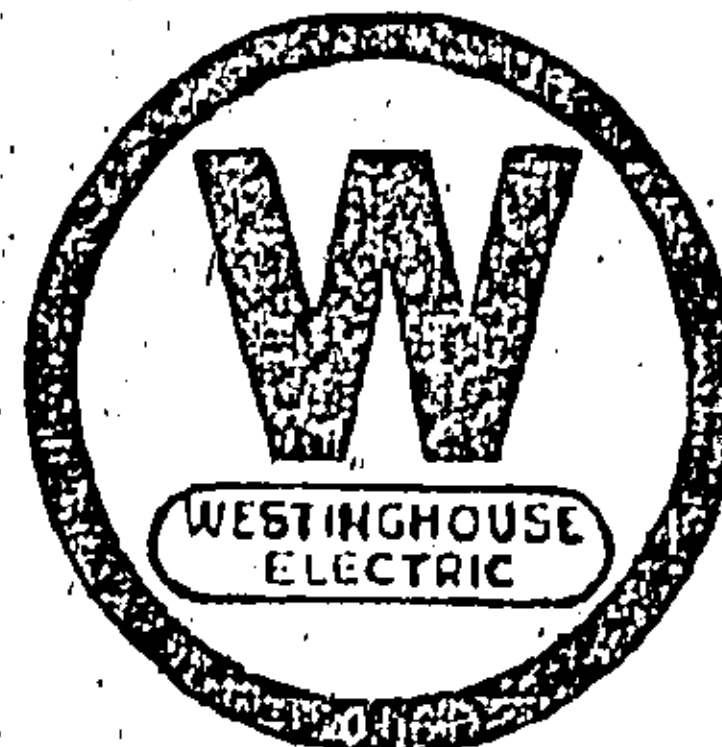
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IMMENSE FORCES
AT WORK.BRITISH VISITOR'S
VIEWS ON CHINA.THE URGE OF NATIONALISM
GAINING GROUND.

CHINA IN EVOLUTION.

The traveller in China is continually a prey to conflicting emotions. His contacts with old and new China bring him rare delights and unexpected satisfaction, writes Professor C.K. Webster in the *Nation and Athenaeum*. Old China has so much beauty and dignity in her monuments, and wisdom and insight in her philosophy. Peking in September sunshine is irresistible. New China's attractions lie in the charm of personalities, scholars, soldiers, politicians, publicists, and plain people—all are delightful to meet. Yet the deep shadow that hangs over the land oppresses the spirit and confuses the mind.

One is never free from the burden of the immense problems that defy all present solutions. Continually before one, or at least only just round the corner, is misery, famine, and sudden death. There is a perpetual sense of insecurity that accompanies one even in the cloisters of the most secluded temples. The old civilization is passing, the new one is not yet ready to take its place. Hence the inevitable breakdown of human machinery in political, social, and economic relations.

At Loss to Prophecy.

So vast and complicated a picture lends itself to a multitude of interpretations. The oldest hands confess themselves at a loss to analyze or prophesy. The forces that have been liberated are as incalculable as the inertia of the mass on which they act. No personalities strong enough to dominate the whole have yet appeared. They are tossed like straws on a torrent whose direction they cannot perceive. Only here and there are what appear to be gaunt rocks round which the torrent sweeps—and often these are seen to be only sand and crumble away into the stream.

Some things seem to emerge—notably, of course, the strength of the idea of "Nationalism," even in a medium which is so unfavourable to it. Nationality has nearly always been made by the middle class. The Professor, whether technically such or not, has been its prophet. In China the educated classes are not only few but they are concentrated in a few places.

Old Custom.

They have against them, age-long customs and habits. No wonder that they find it difficult to inspire and control the mass of their countrymen. Moreover, the Revolution was brought about as much by the weakness of the dynasty as by any action of the nationalists. It needed no violent struggle to get rid of a monarchy which even after two hundred and fifty years was still regarded as alien. Consequently there was no organized machine ready to take its place, still less a "Nationalist" one, for the national consciousness only existed in a few scattered groups who were quite unprepared to take over the rule of China. Hence the uprising of military leaders who have dismembered China and live upon its fragments.

Educated Creed.

Nevertheless, "Nationalism" is the creed of nearly all educated China, and, partly through the assistance of Russian brains, it has given some elements of its faith to large numbers of the masses, particularly those in the great towns. South of the Yang-

tze, though there is no government to which all adhere, yet all must yield lip service to the Kuo Min Tang Party. Generals, who refuse it, go under. So do others who do not; but there is an underlying unity of purpose amidst all the intrigues and corruption of the leaders. Amongst them are some of deeper purpose and stronger rectitude, who are gradually emerging from the welter. How long it may be before they can construct a Government which is obeyed in more than one or two provinces no one can venture a prophecy. But that in them resides the only force that can create a united State, with capacity of growth into a modern commonwealth, is the teaching of history, and it is not refuted by anything which is now happening in China.

Cliques and Clans.

Of the weaknesses and incapacity of the Nationalist Government volumes could be written. They are divided into cliques and clans and swayed by personal motives. One of the greatest divisions is the source of their Western education. American- and British-trained Chinese are apt to hang together and to distrust those trained in France, in Germany, or in Japan. There is a welter of intrigue and greed. Hardly anywhere under Nationalist rule is life and property safe. Even in the International Settlement kidnapping of wealthy merchants went on recently almost openly. Rich Chinese have been fleeing to Dairen or Japan for refuge. The first regime of Chiang Kai-shek at Shanghai was far worse than anything that had preceded it.

Will in Purpose.

All this is true, but it does not alter the fact that only in Nationalist China is there a will and purpose to create a New China. Chiang Tso-lin may have a better army and Manchuria may be better governed than Kwangtung or Chekiang, but he has neither the desire nor the force to reunite China. Nor is it likely that any similar rival or successor will appear with more ambition and resources. The militarists of the South may not be superior in honesty and intelligence, but they are at least nominally the servants of an idea, which spreads and grows even amidst the terrible evils which it creates.

It is the consciousness of this superiority which has maintained the attack by the South against the North. Yet there were already many Nationalists who realized the great difficulties of completing their victory once their triumphant march had been brought to a standstill. The "men of the rice" have in a sense reached a natural frontier in a struggle with the "men of the corn."

The Struggle.

Many of their leaders see the advantage of coming to some understanding with the Northern Generals and waiting until nationalist ideas have penetrated further amongst their enemies' ranks. Chiang Tso-lin was, after all, ready to acknowledge many claims of Sun Yat-sen, whose body rests in his keeping, and now that the South have so completely broken with Communism, the Generalissimo should be more likely to recognize the status quo. Meanwhile, the Southern Government, if the civil war were suspended, might progress with the consolidation of the area which nominally owes it allegiance, increase the authority of the civil power as against the military, and link up the three main centres of government in some more formal organization than at present exists.

But it was Chiang Kai-shek who insisted on the advance from Canton when neither Borodin nor the Nationalist Government thought that the time was ripe. The exertions of his Finance Minister have provided funds which will enable him to keep his army loyal for a considerable period and some portions of it have zeal, equipment, and a fighting record. The issue must,

therefore, be considered doubtful, and until it is decided it is hopeless to prophesy as to the relative position which the contending parties may occupy in a short time.

Nanking as Capital.

That the North can immediately accept Nanking as the permanent capital of China, even if Chang Tso-lin is driven back into Manchuria, does not, however, seem to be probable in any event.

The "Nationalist" movement in China as in other countries has been directed against foreign as well as internal foes. The incidents of 1925, the propaganda of the Russians, and the common ground that it gave to otherwise irreconcilable factions at one time made it appear that it was mainly directed against the foreigner. That period seems now to have passed.

The new policy of Britain (reluctantly imitated by some of its Allies), the tardy recognition of China's right to revision of her Treaties, even though she had no unified Government, the revelation that the Russians were working for their own ends and despoiling their instruments, has made a profound change.

His Visit.

In September and October last I was able to speak on Europe and Britain to Chinese students in colleges where six months previously I should have been refused all hearing. Slowly but inevitably the fact that Britain initiated a new attitude towards China and that she intends to carry out her promises have been sinking in. The motives of the British policy may be variously interpreted but the facts remain.

There would have been an even greater appreciation of them were it not that in some parts of China the new policy has only been reluctantly recognized and imperfectly carried out. For though many of the British community have now learnt the lessons of these last few years, and are willing, indeed anxious, to recognize the merits of the new policy, others still protest against it and refuse to co-operate.

Suspicion Created.

Amongst these are some officials in high position and their attitude has created suspicion in the minds of many Chinese that there is no intention of putting the whole policy into force, even when events are propitious. Fortunately in Sir Miles Lampson the new policy has an able and sympathetic interpreter, and his recent visit to the South has doubtless produced a considerable change of heart in some quarters and made more possible the evolution of British policy to suit the new situation.

For the overthrow of Communism has given us an opportunity, of which it is hoped full advantage may be taken. It is idle to lay down a detailed programme with a time-table in China. The details of the situation are always fluctuating and both Governments and military leaders change with changing events. But the number of combinations is, after all, limited and the same men reappear in new situations. To secure their confidence and influence their policy the main thing necessary is to establish contacts and to avoid that attitude of contempt and distrust which has characterized some portions of the British community and its official representatives.

Foreign Disputes.

The Nationalists are, as much aware as we are of the difficulty of adjusting their foreign disputes while their own Government is so little master in its own territory. The concessions which they require are as much of matters of substance. There is no real conflict of interests between their objects and ours. If we can establish the fact that we recognize their difficulties and are anxious to co-operate in all genuine efforts to restore unity and order in China their best elements will be strengthened and their extremists lose power. This

is a matter largely of the personality of those who are brought into official contact with them, and it has already been proved that where the necessary qualities exist great progress can be made.

Once confidence is gained a policy of enlightened opportunism is possible. Though it may seem impossible for any foreign Power to exert great influence on events, yet situations occur in which a sympathetic and experienced friend may play a role of great importance. By taking the initiative at the most critical point in the history of the revolution we have increased both our opportunities and our responsibilities. It is even conceivable that we might be the mediators between the North and the South, an effective force in reuniting Chinese unity and helping forward the construction of a modern State machine.

League of Nations.

How long such an opportunity may be deferred or whether it will ever occur it is, of course, impossible to determine. The course of events in China may bring solutions of these problems which no outside Power can influence. But assuming that the deadlock continues, is the civilized world to wait indefinitely while China remains in the situation in which it now is? Almost certainly the demand not for "intervention" but for "assistance" of some kind from the outside world, which has already begun to be formed in the minds of some Chinese, will grow unless some solution be found for present troubles. If such a demand really becomes articulate, it may well happen that the advice and assistance which was not rejected, when given by Russia, may be sought from some source which really has the interests of China at heart. Last autumn I gave many lectures and addresses in China on what the League of Nations had accomplished in the reconstruction of Europe. It certainly occurred to many of my hearers, and amongst them fervent and sincere Nationalists, that though the situation in China is so vastly more complicated and difficult, the League machinery might be of great use to them in some of their problems. It might indeed provide them with assistance and guidance, while at the same time guaranteeing their political and economic independence, in a manner which no one Power or group of Powers could possibly claim to accomplish.—C. K. WESTER.

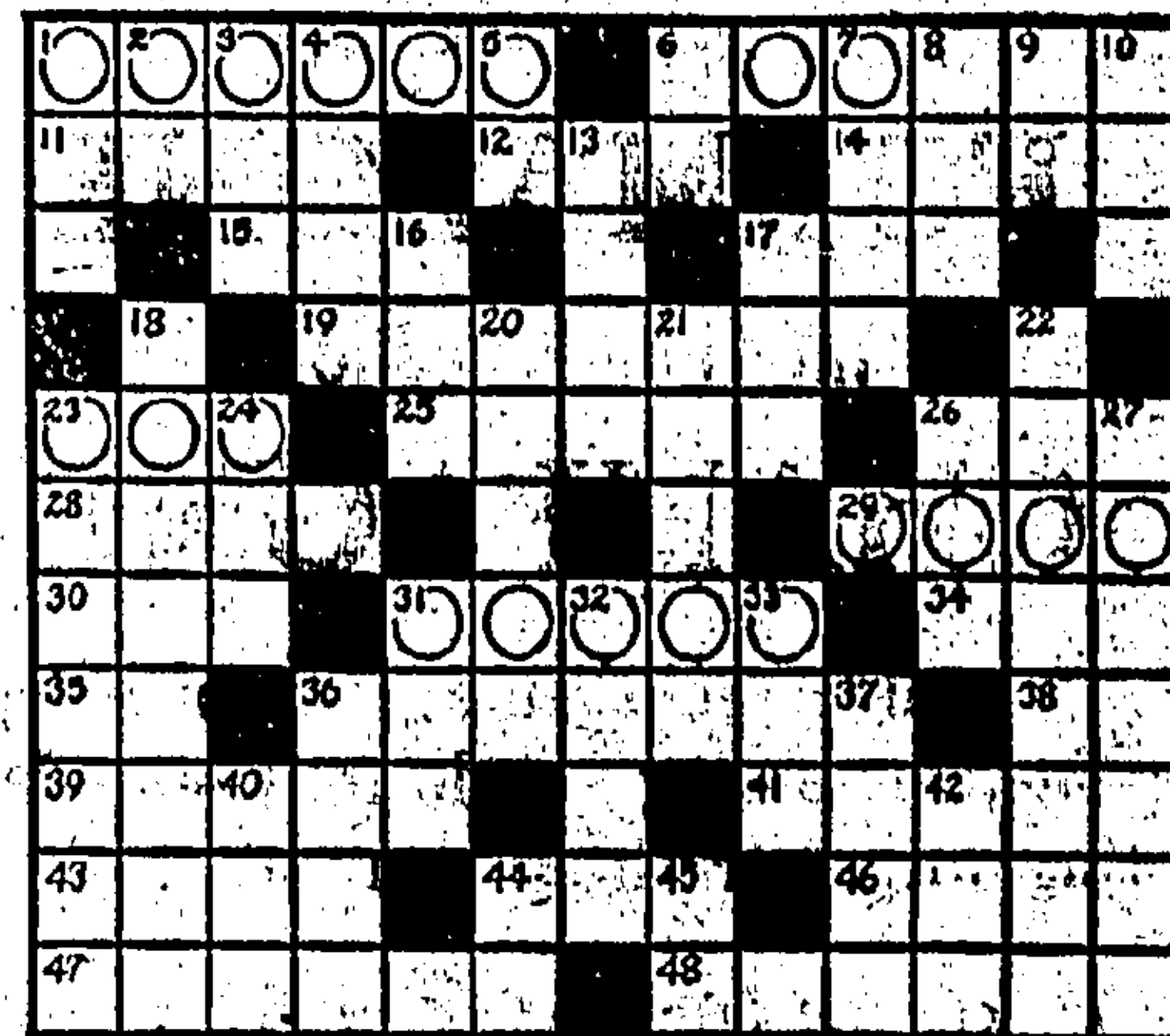
LETTER GOLF.

To-day's puzzle is more like winter polo than golf, but just the same it requires some accurate strokes.

W	A	D	E
S	W	I	M

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.
2—You can change only one letter at a time.
3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.
4—The order of letters cannot be changed.
One solution is printed on another page of this issue.

OUR CROSSWORD PUZZLE.



Horizontal.

- Craving for food.
- To displace.
- To unclothe.
- Eggs of fishes.
- Legend.
- Small mass.
- Merry.
- Confering a title.
- Definite article.
- Scented.
- Fuel.
- Uncommon.
- Most excellent.
- One who refuses to pay a wage after it is lost.
- Myself.
- To abdicate.
- Pertaining to law.
- Thin.
- English coin.
- To surflet.
- To make beloved.
- Drunken.

Vertical.

- To skip.
- Above.
- Recent.
- Small fly.
- Abbreviation for "railroad."
- Myself.
- Heavenly body.
- To set (as a table).
- Morinda dye.
- Monetary unit of Japan.

18 Set of compositions numbered in order of their issue.

- Noise.
- To wander about idly.
- Kind of untanned leather.
- Sum.
- To percolate through ashes.
- Bombproof chamber.
- Foot lever.
- Unit of work.
- To secure.
- Made obdurate.
- To harden.
- Employer.
- Snake-like fish.
- Alcoholic beverage.
- Pause.
- Insane.
- Channel between sandbanks.
- Correlative of either.
- Like.

Yesterday's Solution.

B	E	L	G	I	U	M	S	A	I	L	S
A	V	O	I	D	S						
R	E	G	O	B	R	E	D				
D	R	E	L	A	T	I	G	A			
S	O	A	D	A	N	G	R	O	T		
H	G	L	A	D	S	T	O	N	E		
O	L	E	A	S	U	E					
O	A	R	F	R	E	D	E	C			
V	A	D	U	N	A	R	A	T			
E	N	T	I	R	E						
R	E	I	N	S							

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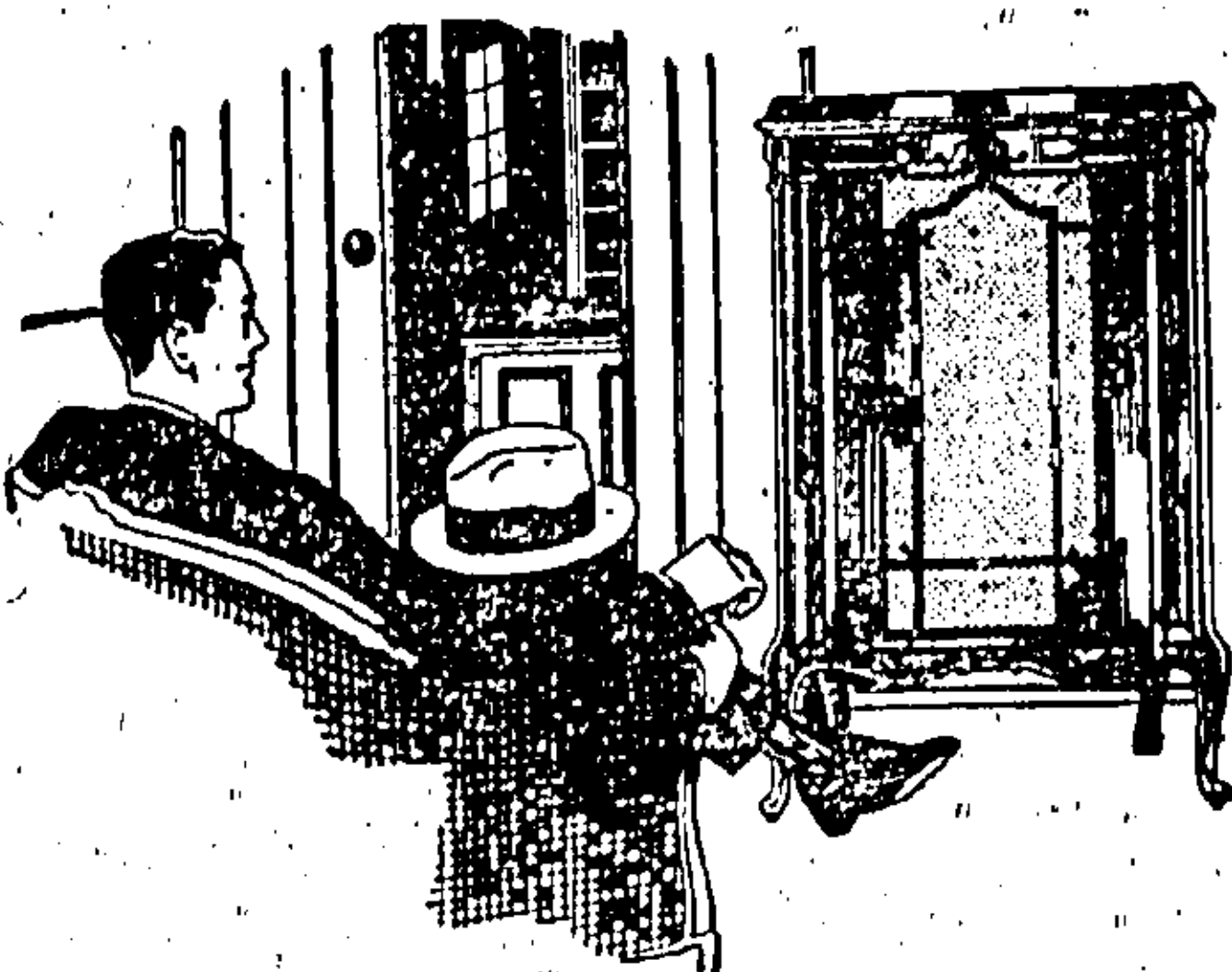
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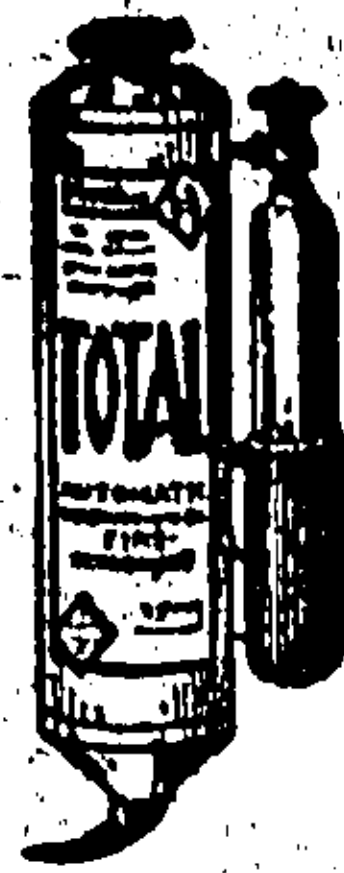
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BIRTH.

WHEELER.—At the Victoria Hos-
pital, on June 8th, 1928, to
Mr. and Mrs. H. G. K. Wheeler,
C. M. Customs, Hongkong, a
daughter.

The
Hongkong Telegraph.

SATURDAY, JUNE 9, 1928

CHARITY.

In the annual report of the
Missions to Seamen in Hongkong,
the Rev. G. T. Waldegrave has
some pertinent observations on the
question of giving charitable as-
sistance to people who make a
practice of calling at business
offices seeking financial help. As
the former secretary of the Gen-
eral Charities Organisation, he
speaks with knowledge of the
subject, and his advice is worthy
of notice. He points out that
persons soliciting assistance get
round the offices with a plausible
and apparently quite genuine
story, but the point lies not so
much in what they say as what
they do not say. Many of these
beggars call at offices because
they realise that the various re-
lieving authorities already know
too much about them, and they
trade on the human disinclination
to turn down a call for help.

The point to be stressed is that
there is in existence in Hongkong
an organisation which keeps in
touch with the various agencies
which give relief, and that it is
this body to which applicants for
help should be referred. The pre-
sent Secretary of this organisation
is Captain Baylis, Superinten-
dent of the Sailors' Home at West
Point, and if begging office-
callers are referred to him, it is
certain that everything possible
will be done to investigate their
claims to help. Much good work
is done through the medium of
this General Charities Organisation,
especially as it maintains
such close contact with other
local bodies. It is possible, of
course, that applicants who are
referred to Captain Baylis will
never visit him. Mr. Waldegrave,
in his Missions to Seamen report,
tells an interesting story in this
connection. He cites the case of
one of these beggars who one
morning was given no fewer than
five shillings to take to the secretary
of the G.C.O., but only one reach-
ed its destination, and that was

handed on by the original beggar
to another "destitute" working on
the same lines.

What we would like particularly
to emphasise is that the rendering
of direct assistance to these
office-callers is likely to encourage
the nuisance rather than other-
wise. Quite recently, we had an
able-bodied man visiting this
office appealing for financial help.
He had a subscription list with
him, on which were the names of
several well-known business men.
There were no special circum-
stances in his case, excepting that
he declared he had been unable
to find work. Our attitude to-
wards him was that the collec-
tion of a few dollars would not
solve his problem, and, believing
that if he were deserving of help
he would get it, we referred him
to the charities organisation.
Whether he ever got that dis-
tance, we cannot say. But his
case is typical of so many others,
and as long as people are ready
to hand out dollars to these peo-
ple, so long will they continue to
make a practice of calling at busi-
ness houses. A large proportion
of these beggars are n'er-do-wells,
who would not keep a job if they
got one, for the simple reason that
they have an inherent objection
to work in any shape or form.
There are, on the other hand, ad-
mittedly those who are in genuine
distress, but even in their case
promiscuous help is not wise. If
there are people who feel they
would like to assist the really de-
serving cases, they can best do
this by subscribing to the funds of
local charitable organisations.
In this way, they will at any rate
have the satisfaction of knowing
that their money is being put to
some good purpose.

Industrial Prosperity.

As we gain in knowledge of the
principles of the Budget scheme
for rating relief, the easier it is
to understand the placidity of its
passage through Parliament. The
proposals are embodied in the
Rating Valuation Apportionment
Bill, which navigated the most
awkward corner on Thursday and
was granted a second reading by
the House of Commons. It is
highly gratifying to find the
Government pressing forward so
rapidly in a brilliantly conceived
effect to lighten the burden of in-
dustry, and it is a tribute to Mr.
Winston Churchill that the
Opposition have so far failed to
detect one real flaw in the
principles of the Bill, and have
confined their attacks to the mode
of its operation. One of the main
objections has been that the Bill
affords similar rating relief to the
firm which is prosperous as to the
firm that may be on the verge of
insolvency, an argument economi-
cally fallacious when the purpose
of the Bill is to give an impetus
to the whole mechanism of British
production both in town and coun-
try. One can imagine the storm
of abuse by the Opposition were
the Government to follow such an
objection to a logical conclusion,
and indulge in wholesale sub-
sidies of depressed businesses, and
attempt to bolster them up against
firms that have prospered by sheer
merit. That is not the way to
remedy unemployment, it has been
proved over and over again. It
is ridiculous to claim that the ex-
pansion of an industry soundly
financed is of less benefit to the
country than stimulation of the
less fortunate. Mr. Philip Snow-
den was entrusted with the task
of leading the attack, but he failed
to produce a better case than
those outlined by Mr. Ramsey
MacDonald and Mr. Lloyd George.
Fifty the poor shopkeeper was the
burden of Mr. Snowden's argu-
ment, but we imagine the shop-
keeper realises that industrial
prosperity reacts automatically in
his favour. We were taken by
surprise, we confess, by the stipu-
lation that the relief granted to
the railways shall be passed on to
the steel, coal and cotton in-
dustries and agriculture, a
striking application of fiscal
science. Mr. Winston Churchill
correctly estimated the measure as
the most important legislation of
its kind for a century, and as Mr.
Stanley Baldwin said at the
Albert Hall recently, it is worthy
of a Government in its first six
months. A better method might
perhaps have been evolved, but its
main asset is the speed of its
operation. Its effect should be to
remedy unemployment by tackling
the cause instead of attempting
to assuage the symptoms.

DAY BY DAY.

WHEN IGNORANCE REIGNS IN
SOCIETY, LAWS ARE MULTIPLIED,
EACH, FRESH LAW A FRESH MIS-
CALCULATION, AND MEN ARE LED TO
DEMAND FROM IT WHAT CAN PRO-
CEED ONLY FROM THEMSELVES.—
Dillon.

The Hon. Mr. D. B. F. Balch and
Mr. H. M. Nemaesa returned to
the Colony by the s.s. President
Pierce.

It is notified that the name of
the Wing Cheong Hong China
Product Company, Limited, has
been struck off the Register.

The Hongkong Government is
inviting tenders for the erec-
tion of a one storey building of
brick with the necessary fittings
for a revolver range.

A Chinese man, who is appar-
ently insane was found wandering
in Stubbs Road early this morning,
and was taken to the Government
Civil Hospital for observation.

A Chinese one-month-old baby
has been found abandoned at the
junction of Kowloon City Road
and Tokowan Road. It has been
sent by the police to a foundling
home.

Passengers arriving from Shang-
hai on the Delta yesterday includ-
ed Mr. C. G. S. Mackie, Mr. and
Mrs. Nowers, Mr. and Mrs. J. E.
Walkins, Dr. D. V. Rees, and Mr.
A. Jensen.

We are glad to announce that
the Hon. Mr. J. Owen Hughes is
making a good recovery from a
sharp attack of influenza which
has prostrated him for the past
week or more.

At the P.W.D. offices on the 25th
instant, there will be offered for
sale Kowloon Marine Lot 97,
situate at Ma Tau Kok. It has an
area of about 66,000 square feet,
and the upset price is \$49,500.

According to a police report,
Drummer Neal Dixon, of the 2nd
Battalion Scots Guards, was taken
into custody yesterday on a
charge of stealing a gold wrist
watch from a goldsmith's shop at
51, Spring Garden Lane.

The following regulation has
been made by the Governor-in-
council:—"Every applicant for a
boarding-house licence shall
furnish the Secretary for Chinese
Affairs with two copies of a photo-
graph of such applicant, such
photograph to be taken by some
photographer approved for this
purpose by the Secretary for Chi-
nese Affairs."

The P. and O. s.s. Khyber arrived
from Home yesterday. Among
the passengers, disembarking at
Hongkong were Mr. and Mrs.
Gardner, Mr. W. Smith, Comdr.
K. E. Buckland, Lt-Col. H. C. Pon-
sonby, Mr. E. O. Tins, Mr. G. P.
Heney, Mrs. H. A. Garland, Mrs.
A. Hill, Mr. Fletcher Willmott,
Mr. J. H. Hayles, Mr. E. H.
Inchombe, Mr. G. T. Fry, Mr. S. W.
Prideaux and Mr. C. Coutts.

DUTCH CAPTAIN'S DEATH.

SUICIDE BY SEVERING WRIST.

With the arrival in port yester-
day morning of the Dutch Oil
tanker Selene, further details of
the death of the master, Captain
W. Zeylenmaker, were gleaned
from those on board.

Capt. Zeylenmaker seems to have
been in indifferent health prior to
the departure of the Selene from
Singapore and although he had
complained of being ill, he took
command of the tanker as usual
and retired on Monday night, after
giving the chief officer, Mr. F. J.
Jager, instructions for the
morning.

It was not till the cabin boy
took the captain's customary cup
of tea on Tuesday morning that
the tragedy was discovered.
Receiving no response to his
knocks, the boy opened the door
and was confronted with the
ghastly sight of his master lying
prone on the floor of the cabin
entirely stripped of his clothes
with a pool of blood round him.
The Chief officer was summoned
and on examination it was found
that the master's wrist had been
cut, the artery being severed,
with, it is thought, a razor blade.
The circumstances pointed to
suicide.

The vessel was brought into
Hongkong by Mr. Jager on the
instructions of the Singapore
branch of the A.P.C., who were
notified of the fatality. The body,
on arrival was removed to the
Kowloon Mortuary.

LETTERS FROM HONGKONG.

8.—We Go Ashore at Port Sudan.

On approaching Port Sudan, you
become aware first of a mist of
tumbling, rugged mountains that
seem to be floating in the sea. As
you draw nearer, a curious brown
line appears across the water at
the foot of the mountains, and this
in turn resolves itself into a broad,
sandy flat. The country round
Port Sudan is actually quite flat
over a large area. The mountains
are a long way off.

The sun fell down suddenly be-
hind the mountains as we entered
the harbour, and by the time the
gangway was lowered and we were
able to land, it was almost dark.

Here we had no slovenly
Egyptians, but, instead, black,
trim, self-respecting Sudanese.
Only they wear no colours, their
raiment being white or unbleached
cotton, with a little khaki here and
there, and small, white turbans.
They go well with their surround-
ings. Port Sudan is a colourless
place, being built largely of
cement and a pale grey stone. The
covered trucks on the railway sid-
ings are made of a pale grey wood,
on pleasing simple lines, with none
of the variegated exuberances that
you see on other railways.

We followed each other like sheep
down the wharves till we came to
some water steps round which a
number of rowing boats were
clustered, each with a lantern on
the front seat, and a black-faced,
white-clad rower. Respectful
Sudanese police stood about un-
obtrusively and lent an almost
silent supervision. A large police
beside the steps told us that the
charge was "about twopence" per
person. Everything worked very
smoothly and quietly. There was
no fuss and practically no chatter.
We pushed off and rowed in parties
of twelve over the dark, silent
water. There was scarcely a
breath of wind, and the lights of the
ship and harbour around danced
lazily in the oily ripples. Not
that the sea was oily in itself.
Looking into it from the bank
where the lights were, you could
see perfectly clearly to a wonder-
ful green depth. It was amusing
to put one's hand in the water to the
find it definitely warm to the
touch.

On the other side, after evading
a number of taxi-drivers who as-
sured us they had "very good
motor," we walked in darkness, past
a silent hotel, lighted but appar-
ently lifeless, through what seemed
to be public gardens, where again
all was silent save the throbbing
high note of the cicadas. Guided
by the greatest cluster of lights,
we came to the shopping streets and
market. These streets are all the
same, laid out on a military rectan-
gular pattern. Down each side is
a stone arcade behind which are the
shops, open booths, with their
wares displayed round the walls.

In front of the shops are in-
numerable seats and small tables,
where the natives sit in all manner
of postures, and take light refresh-
ments and play dominoes and dice.
Every other shop is a cafe. The
shop-keepers are mostly Eurasians;
and kindly, quiet, honest folk they

seem to be. In the last shop which
we entered to buy picture post-
cards, there was a busy, loud-voiced
Englishwoman, who informed us
her husband was a government official
travelled hither and thither in the
Sudan, and offered to post our let-
ters for us, the Post Office being
shut. The shop-keeper told her
quietly that she was charging
double rates for the stamp value
to England, at which she was not
unnaturally incensed. We are
accepting our letters to post at Aden,
out later we gave him some post-
cards to post for us, which he
gladly undertook to do. "You may
rest assured," he said, seriously,
"that they will arrive."

He counted out our change care-
fully—"One shilling—two shillings
—and two pence, which you will
give the boy in the boat. On no
account you will give the boy in the
boat more than two pence."

Outside the shop was an erect
and dignified old man with only
one hand and one leg, who saluted
and asked for backsheesh. Our
shop-keeper told us not to give him
more than a penny and promised
to change it to local currency on
the morrow. Actually we gave him
twopence, and Heaven preserve us
from wrong.

Then stepping quickly over a
swarm of black ants, each a good
inch long and well raised off the
ground on sturdy legs, we made our
way back through the gardens,
through whiffs of many hued
scents, a kind of background of in-
sistent mingled with unknown
herbs, and always the chirruping
song of the cicadas. They had been
with us everywhere. In the shops,
they kept up a minute, continuous
scream. Here they were in the
open, and less confused. Their
chirrup was more distinct, like our
own friendly cricket. We passed
beds of cactus just distinguishable
in the darkness, and came out
again onto the flat sandy road.
There is no need of canker, or any
kind of road drainage in this coun-
try. The "very good motor" swung
past us (a Ford, of course) and
here we were by the water side
again, looking into its clear warm
depth. A strong temptation came
to us, moist, dusty, and hot, to
plunge in in our clothes and swim
across to the ship. But bathing
hereabouts is not, I understand, in-
cluded in very freely. Gazing over
the vessel's side later on, we saw a
small shark hunting backwards and
forwards between us and a lighter.

While we were at dinner, we cast
off our moorings and slipped quiet-
ly out once more into the Red Sea,
with another five hundred sun-
burnt men from Khartoum on
board. There are, I understand,
very few ladies in Khartoum, and
this sudden influx of fresh mas-
culinity into our little community
brought with it, as a change of
wind can bring both sunshine and
rain to a jaded atmosphere, on the
one hand an almighty critical, and on
the other a demurely appreciative
curiosity. I leave you to guess
which of us were the critics and
which the appraisers, but I offer no
prices.

THE THEOSOPHICAL SOCIETY.

LAST EVENING'S SOCIAL FUNCTION.

The Hongkong and the Chinese
Lodges of the Theosophical Society
held a successful musical social at
Lane, Crawford's Restaurant last
evening, a very large number of
members as well as friends with
their families and many students of
the Besant Theosophical School
being present.

Bro. John Russell, Chairman and
Vice-President of the Lodge, opened
the function with words of wel-
come expressing his pleasure at see-
ing such a large number attending.
An address by Bro. M. Manuk,
Presidential Agent, T. S. in China,
and President of the Hongkong
Lodge T.S., followed, in which he
impressed on those present the
great significance of the Theosophi-
cal work and the great value of its
supremely constructive ideals.

Tea and refreshments were
served, and a number of friends,
amongst them Mrs. M. Minney, Mr.
Roberts, Mr. & Mrs. McLeod and
others delighted the audience by
carrying out an attractive pro-
gramme of musical and other items.
This was followed by an address
in Chinese by Bro. Wei Tat, B.A.,
President of the Chinese Lodge
T.S., and Principal of the Besant
Theosophical School, and by an
address in English by the Hon.
Secretary of the same School. Fur-
ther musical items followed, which
were much enjoyed by all.

In the intervals, Bro. John Rus-
sell, the Chairman, Vice-President,
and Bro. M. Manuk, the President,
addressed the meeting. Further
speakers were Mr. M. P. Talati and
Bro. H. E. Lanepart.

This was followed by the Presi-
dential address, delivered by Bro.
M. Manuk, Presidential Agent and
President of the Hongkong Lodge.
He spoke on the great practical

INDIAN GUNNER'S DEATH.

FATAL ACCIDENT WITH LEWIS GUN.

With reference to the report
yesterday of the death, as the re-
sult of an accident, of Gunner
Mohammed Khan, of the Hong-
kong and Singapore Brigade R.A.,
it now appears that the deceased
met his death whilst cleaning one
of three Lewis guns on the Kow-
loon City Range on Thursday.

Shooting had just concluded on
the range with three Lewis guns
when the deceased was cleaning
one of the weapons. During the
handling of the gun a live car-
tridge which had remained in the
breech, unknown to the deceased,
suddenly discharged, striking the
gunner in the back. The bullet
entered the heart, and the de-
ceased who was standing near with
fellow-soldiers dropped dead in-
stantly.

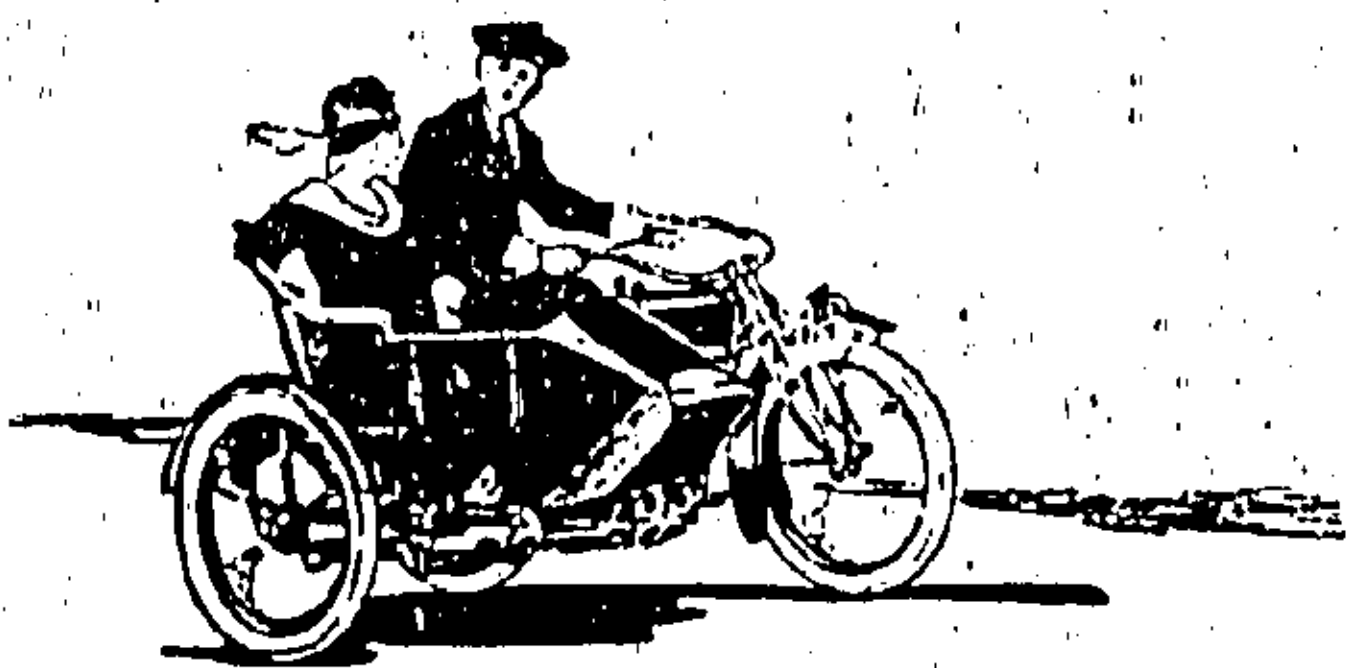
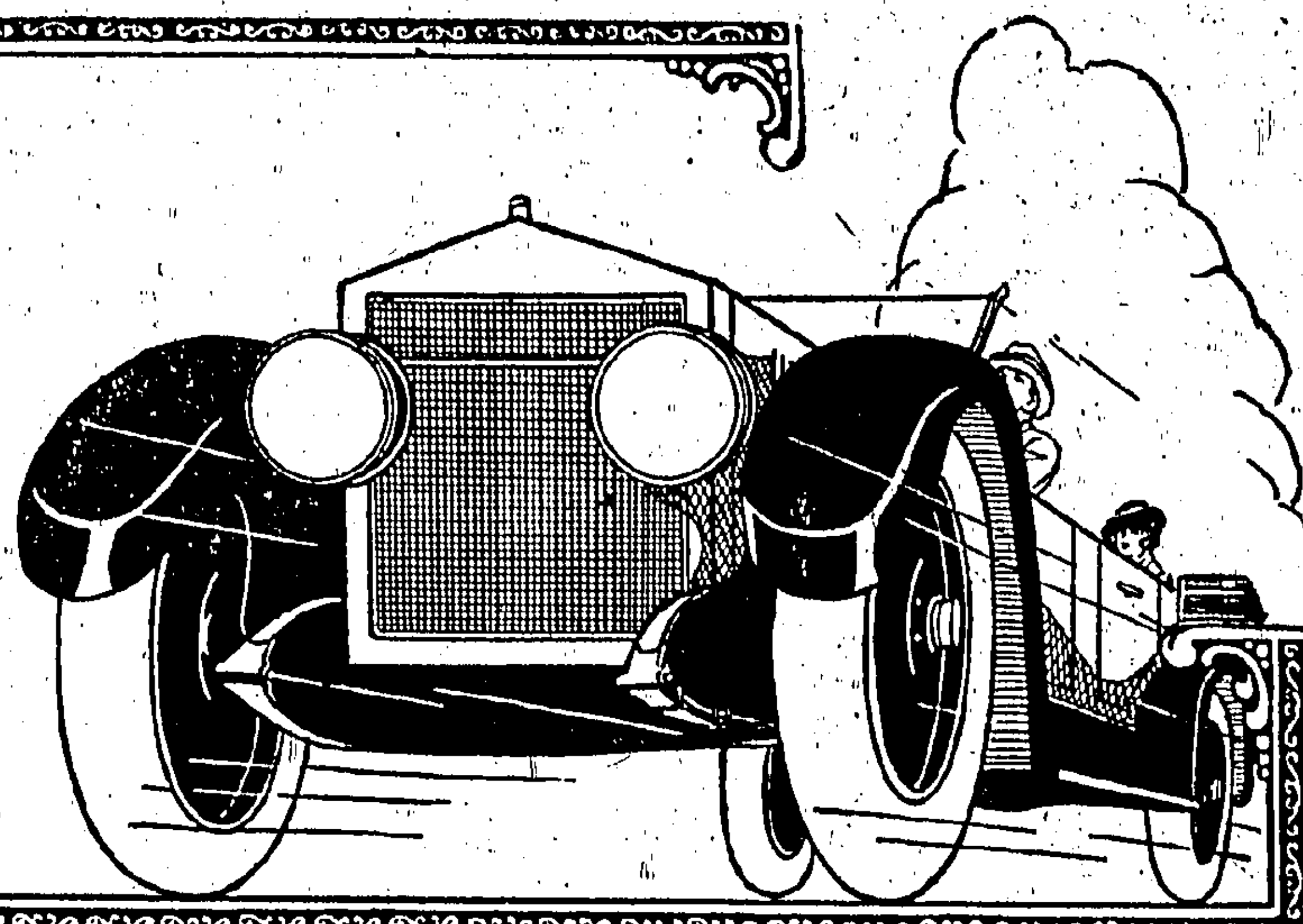
The remains of the gunner were
buried at the Mohammedan Ceme-
tery, Kowloon, yesterday morning
according to Mohammedan rites.
A large number of the deceased's
colleagues and British officers at-
tended the funeral.

value of, and the abundant help
received from, Theosophical teach-
ings, in general, and on the King-
dom of Happiness within, the only
reality; in particular, holding up
the great ideal of Brotherhood as
ever above condemnation and
moralization.

In his concluding remarks, the
Chairman, Bro. J. Russell accord-
ed a hearty vote of thanks to all
those who had helped to make the
function such a success. He point-
ed out that Theosophy was so great
and all-embracing that it was for
all who earnestly were seeking the
truth, whatever their convictions,
opinions and religious beliefs.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY 9th JUNE, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

The New Taxis.

This week has witnessed the actual running of the new taxis supplied through Messrs. Lane, Crawford, Ltd., to the New Taxi Company. The cabs, which are using the public stand by the Post Office, present a smart appearance, and the drivers are wearing conspicuous brass badges showing their licence number. The reason why these cabs have not been put into operation earlier is that the importing Company has given them all a thorough try-out before handing them over to the operating Company—a fact which guarantees their dependability and road-worthiness. Only four are in operation so far but there will shortly be more on the roads including a number of Morris Oxford Saloons. A notice appears in each cab requesting the public to notify Police Headquarters immediately should they consider that the meter is not recording a true return of the distance run.

Turning Round.

Much unnecessary obstruction takes place in Hongkong through drivers of motor vehicles turning on narrow roads. We have seen instances where the process of turning has taken a considerable time owing to the limited space available, and meanwhile other vehicles have been held up. There is generally a street turning near by into which a car can back and get an easy get-way first time, and a little forethought on the part of drivers in this matter would be of considerable help to all. After all, no time is saved by this laborious backing and forwarding in a narrow street—it is a silly practice which can easily be avoided.

Lighting Law.

There has been much comment at Home on the new Lighting Act which came into force last month. The Act states that all motor cars will carry two lamps each showing to the front a white light and also one lamp showing to the rear a red light—all lamps to be visible from a reasonable distance. There is nothing stated in the Act as to the need for the front lamps to indicate the full width of the vehicle, but it is stated that the two obligatory front lamps shall not be more than 12 inches from the extreme edges of the sides to which they are attached, and it is generally considered that this will prove a sufficient guide to motorists when passing each other. With regard to the lighting regulations in Hongkong there are some which are not quite satisfactory. In one, it states that a motor vehicle will carry two head lights to show the width of the vehicle (presumably at night) but as a matter of fact many of the local vehicles cannot do this as the head lamps are fitted inside the wings. There are many such cars which do not carry small side lights and it is impossible for the two existing head lamps to show the full width. Another regulation refers to the fact that all vehicles must carry a lamp showing red to the rear but this does not, apparently, refer to motor cycles as the regulations in reference to these machines states that "the number plate in front" will be illuminated. At the moment it appears that if a car carries two head lamps in front (no matter how placed) and a light at the rear showing red, and that if a motor cycle carries only a head light that is all that is required. We think that the law needs to be a little more definite on the lines of the new enactment at Home.

Firestone Success.

The Dragon Motor Car Company, local agents for Firestone

Tyres, has just received a cable stating that the 500 miles Indianapolis Race, on May 30th., was won by Lou Meyer in a Miller Special at an average speed of 99.48 miles per hour. The winning car and also the first twelve cars to finish were all equipped with Firestone balloon tyres.

Triumph Super Seven.

The first of these cars (which we commented on some time ago) has now arrived in the Colony and it is clear that they represent a considerable advance in the construction of small light-powered cars. The Triumph is built on a slightly larger scale than the Austin Seven and allows more room for the passengers seated in the rear. It is quite powerful for the work that it has to do and is very economical, with a petrol consumption of about 50 miles per gallon. The car is fitted with hydraulic four-wheel brakes, three bearing crankshaft and under-slung worm drive. There is a range of five models and it will be interesting to hear of the car's performance under local conditions. There can be little doubt about this as the car is guaranteed a good hill climber. There should be a big scope here for this class of car, for it is evident by the large number of Austin Sevens that there are numbers of local motorists who favour a small vehicle—in some cases owing to low upkeep costs, and in others on account of the small space in which it can be stored and the ease with which it can be handled. Full particulars of the car and its price can be obtained from the local agents, Messrs. Alex. Ross and Company, Ltd.

A Danger Spot.

There is one well-frequented spot which is dangerous to motor traffic—a danger which could be removed if a street lamp were erected to illuminate the place. We refer to the bend on Pokfulam Road, between the side entrance to the University and the Pumping Station. There is a pavement on the bend and cars coming into town suddenly come upon this and are, to a certain extent, obstructed. Although the beginning of the pavement can possibly be seen on clear nights there are occasions when vision is not good and danger results. If a lamp were erected either on the kerb or against the wall the place would be lighted sufficiently for the pavement to be visible at all times.

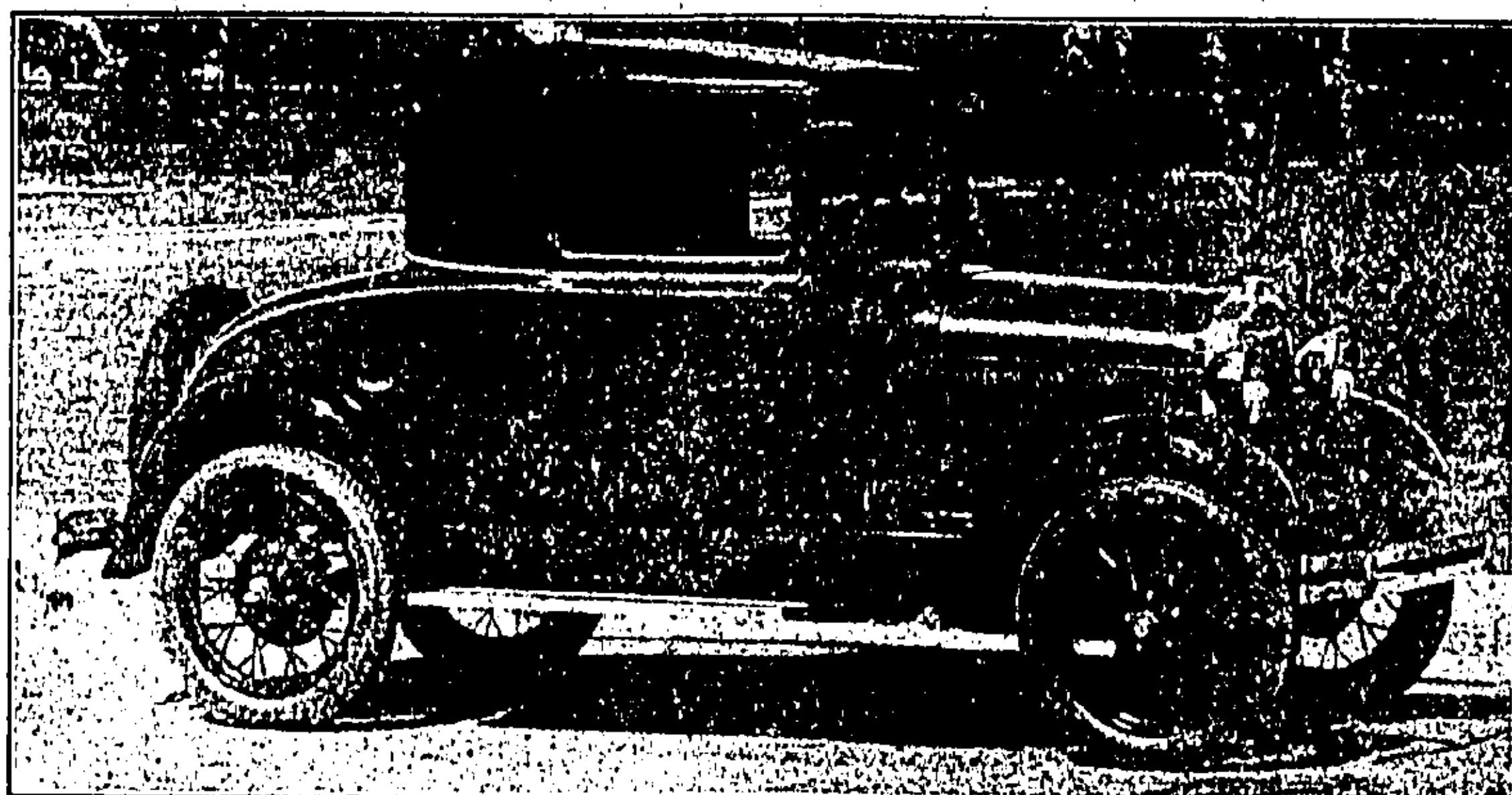
King's Birthday Parade.

Owing to the wet condition of the ground at Happy Valley the King's Birthday Parade there was cancelled, a ceremony at and march past the Cenotaph being substituted. Traffic was not greatly interrupted, but at some points had to be diverted. After the parade, when the troops had practically finished their march and were near the City Hall, in Queen's Road, several "hold-ups" occurred. Had the troops marched back to Murray Parade Ground, as it was at first thought they would, everything would have been all right, but some of the troops went down Murray Road, others along Queen's Road East and some to the Parade Ground. This threw some of the traffic officials "off the scent," so to speak, and a little confusion occurred. On the whole, however, the arrangements went off remarkably well.

Pedder Street.

We have been asked to draw attention to the manner in which some motorists park their cars in Pedder Street. In the section between Des Voeux Road Central and Queen's Road there is a certain portion reserved for the use of motor cycles—quite a small

NEW FORD BUSINESS COUPE.



The new Ford business coupe has been designed especially for those who desire particularly to use their cars for business, in addition to meeting all pleasure requirements. This car that instantly recommends itself for use by business men; it combines good appearance with service, and is in every way a highly practical car. Although being designed especially to meet the requirements of business use, every effort has been made to keep the lines and general appearance of the car in keeping

with all other new Ford cars. It has something of the smart lines of the new Sport Coupe, in that the roof covering extends down over the rear quarters to the belt line of the car. This covering is of high-grade black artificial leather, heavily coated with nitrocellulose to withstand weather. This covering is mounted over padding and moisture-proof material, and is supported by heavy wood bows. The bow effect is carried out in the interior rear quarters with cloth trimming above the belt line.

Equipment is the same as on the Standard Coupe.

The rear deck has a luggage space of 1 cubic foot, and the deck opening is 35.3/8 inches wide. The rear deck is fully protected from weather and rust, being absolutely water-proof.

In the event that the rear quarter is not required for luggage, a rumble seat may be added to carry additional passengers, rumble seats being optional equipment.

2ND THOUSAND MILE CUP.

A Triumph for Fiat.

Turin, April 2. The "Thousand Mile Cup" race organized by the A.C. of Brescia, took place between Saturday and Sunday, 31st March and 1st April, on roads open to the traffic, which were already in themselves difficult owing to the many passes through the Alps and Apennines. The race was rendered more trying and hard by the bad conditions of the roads and the heavy rain which the Competitors had to endure for a good part of the course but in spite of this a further splendid success was obtained by the 509 Fiat taking part in this severe test which victoriously arrived first, second, fourth, sixth and seventh in their category.

From Brescia, (beginning and ending of the race) to Bologna, from Bologna to Rome and Ancona, then along the Adriatic coast, crossing the whole of Emilia and a great part of Veneto, the struggle lasted a whole day and night unceasingly and the small 509 Fiat gained the general admiration for the perfect way they kept to the roads and their regular running.

After the Monte Carlo Rally and the Tunis-Tripoli Rally, this new victory once again results in bringing forward the perfection of the Fiat 509.

The average speed reached last year by the 1100 cmc class which was believed could not be beaten, was surpassed, the Fiat 509 arriving at the average speed of km. 67.467 an hour. The fact that in the highest cylinder capacity (5 litre) the victorious car had only a superiority of about km. 8,5000 on the average as compared with the small 509 which is of 990 cmc cylinder capacity, leaves much to be said for this small car.

space but ample for the present. It is a daily occurrence to see motor cars parked in this space and motor cycles parked in other spots intended for cars. The place is clearly marked and should be easy of understanding by all. A most unnecessary waste of parking space occurs when a solo motor cycle is placed in the centre of an eight-foot space marked for a car, but car owners and drivers should not trespass on the plot reserved for cycles. If all in charge of motor vehicles—cars or cycles—gave this matter their close attention there would be mutual benefit.

THE NEW DUTIES.

How Returns Are to be Made to the Customs.

The Commissioners of Customs and Excise at Home have given notice that an Excise duty at the rate of 4d. a gallon will become leviable on all stocks of petroleum oils in Great Britain and Northern Ireland in the aggregate of 10,000 gallons or over.

The term "petroleum oils" includes crude oils and heavy oils, such as fuel and gas oil as well as light oils, but the charge of duty will be adjusted so that payment will be called for in respect only of light oils, such as petrol, kerosene, white spirit, &c.

The duty does not apply to benzol, shale oil, or other oils which are not petroleum products. Any person or firm holding an aggregate stock of 10,000 gallons or over of petroleum oils who has not been served with a return form, should apply to the local Customs and Excise officer.

The Customs duty of 4d. a gallon on imported hydrocarbon oils also comes into operation to-day. This duty in form includes, as well as petroleum oils, coal tar and oils produced from coal, shale, peat or bituminous substances, and all liquid hydrocarbons, but here also the charge will be adjusted so that payment will be called for in respect only of light oils such as petrol, benzol, kerosene, white spirit, turpentine, &c., whether imported as such or produced in a refinery from imported hydrocarbon oils. The duty does not apply to home-produced benzol or shale oil. Imported goods—paints, varnishes, &c., containing dutiable oils—will be liable to duty on the quantity of such oils used in their manufacture.

Provision will be made in the Finance Bill for the repayment of either the Customs or the Excise duty in respect of any duty-paid oils consumed in agricultural tractors when used in the cultivation of arable land, or shipped for use on board fishing vessels. There will also be provision for drawback of the duty paid on imported oil shown to have been used in the manufacture of articles exported.

Prices Advanced.

The distributors of the leading brands of motor spirit announce that the prices, both wholesale and retail, of all grades by all methods of delivery, will be advanced by 4 1/4d per gallon. The prices for kerosene oil will advance by 4d. per gallon. There is no alteration in prices

LONGER LIFE FOR MOTOR CARS.

Nitrated Chrome Steel Cylinders.

Paris, April 24. An important communication was made yesterday to the Academie des Sciences by Leon Guillet, a director of the Ecole Centrale, on the subject of the use of nitrated chrome steel in motor-car manufacture.

According to experiments that formed the subject of M. Guillet's paper, the employment of nitrated steel for cylinders gives results never before attained; the steel has a hardness that produces unequalled durability and resistance. Exhaustive tests made by Birkigt, the designer of the Hispano-Suiza engine, showed virtually no wear in the pistons, whether of cast steel or aluminium alloy.

The use of polished nitrated steel is destined to have an important effect on the construction of bearings since the metal can come into contact with aluminium alloy such as duralumin without heating, so that weight and complexity may be saved by the elimination of anti-friction devices or bushes.

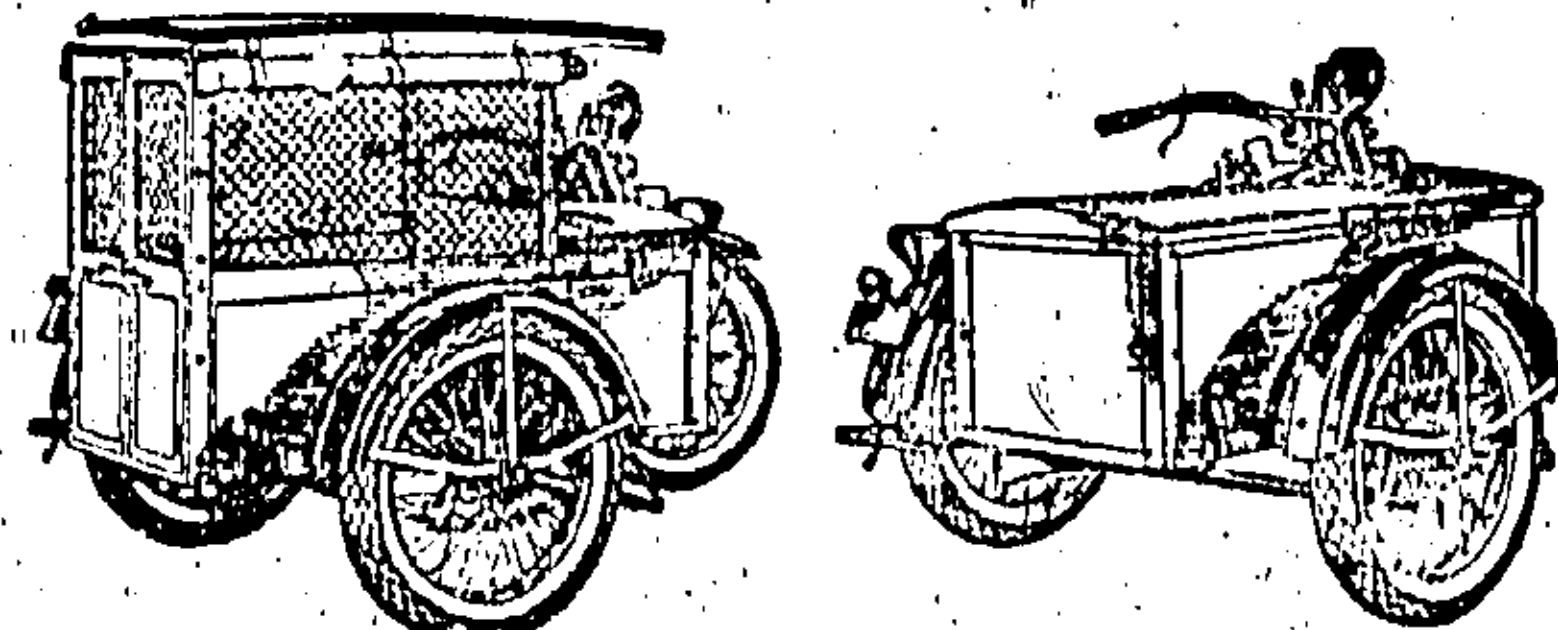
Connecting rods mounted directly on a nitrated steel crankshaft gave 10 per cent. greater power at a speed of 3,000 revolutions a minute. The necessity for lubrication was diminished. In the recent contest between a Hispano and a Stutz car in America, the Hispano, which was fitted with a nitrated steel crankshaft, used less than one gallon of oil during nineteen hours.

Guillet states that as a result of prolonged experiment in the laboratory of the Ecole Centrale he found that certain steels heated to 500 degrees (C) while treated to 600 degrees (C) while treated with ammonia, acquired an extraordinary degree of hardness. The ammonia combined with the aluminium in the steels selected to form a surface impervious to the file. Nitrated steel sleeves in cylinders will, Guillet says, diminish wear in motor engines to an unprecedented degree.

In the Channel Islands, Isle of Man, and Irish Free State.

As soon as the tax on petrol became known in the suburbs there was a great rush of motorists to obtain supplies, and even the largest garages were quickly sold out. At Harrow, at 8 o'clock, there was a queue of 20 cars outside one garage, and it was noticed that in every case the motorists were having their tanks and spare cans filled to capacity.

Our Stock of 1928 Combinations and Singles is sold out.
Next shipment is due in June.
Take our advice and book yours RIGHT NOW.



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To every tradesman, merchant and manufacturer the question of efficient low cost delivery is one of vital importance. The business man who can cut his delivery costs in half and at the same time give his customers better service will not only reduce his overhead but will also increase his sales volume. The Harley-Davidson Parcelcar is daily proving itself to be the best means of handling light deliveries—whether measured in terms of mileage, initial investment or operating costs. When its operating cost is compared with other motor equipment, it is easily seen why so many satisfied users endorse the Harley-Davidson Parcelcar.

The advertising afforded by a neat and trim Harley-Davidson Parcelcar soon pays for the cost of the entire outfit. No better medium can be found to draw attention to your shop or business. The public is favourably impressed because the motor-cycle and parcelcar unit immediately suggests quick service and prompt deliveries.

Bakers, grocers, milk dealers, printers, stationers, cleaners, electricians, plumbers, meat markets, newspapers, public utility companies and countless other lines have materially increased their volume of business through the use of Harley-Davidson Parcelcars. Economy, ease of handling and dependability are qualities which have made them popular wherever used.

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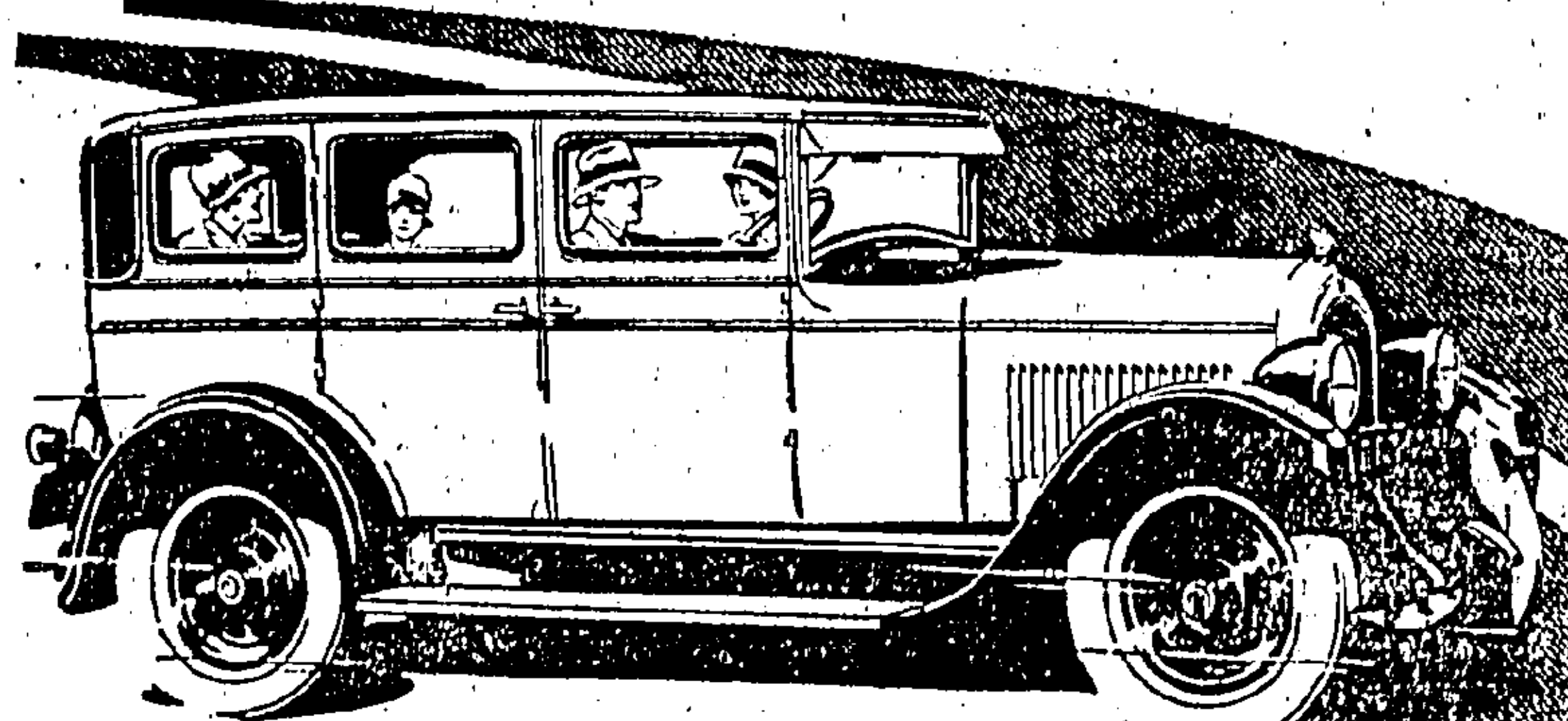
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Chryslers. And, above everything, it gives you a smoothness of operation and ease of handling and riding, that enables you to use its fleetness and dash with real comfort.

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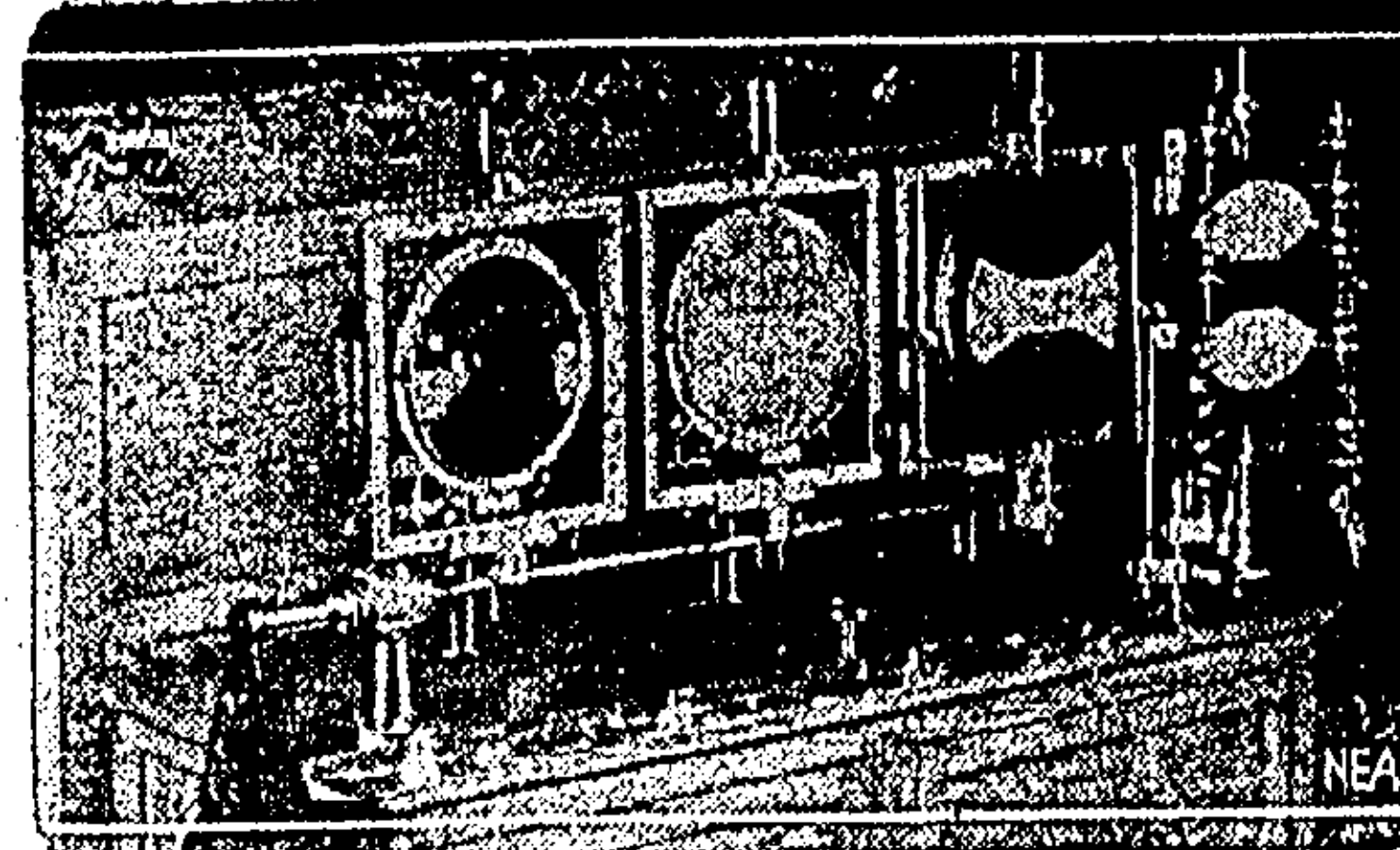
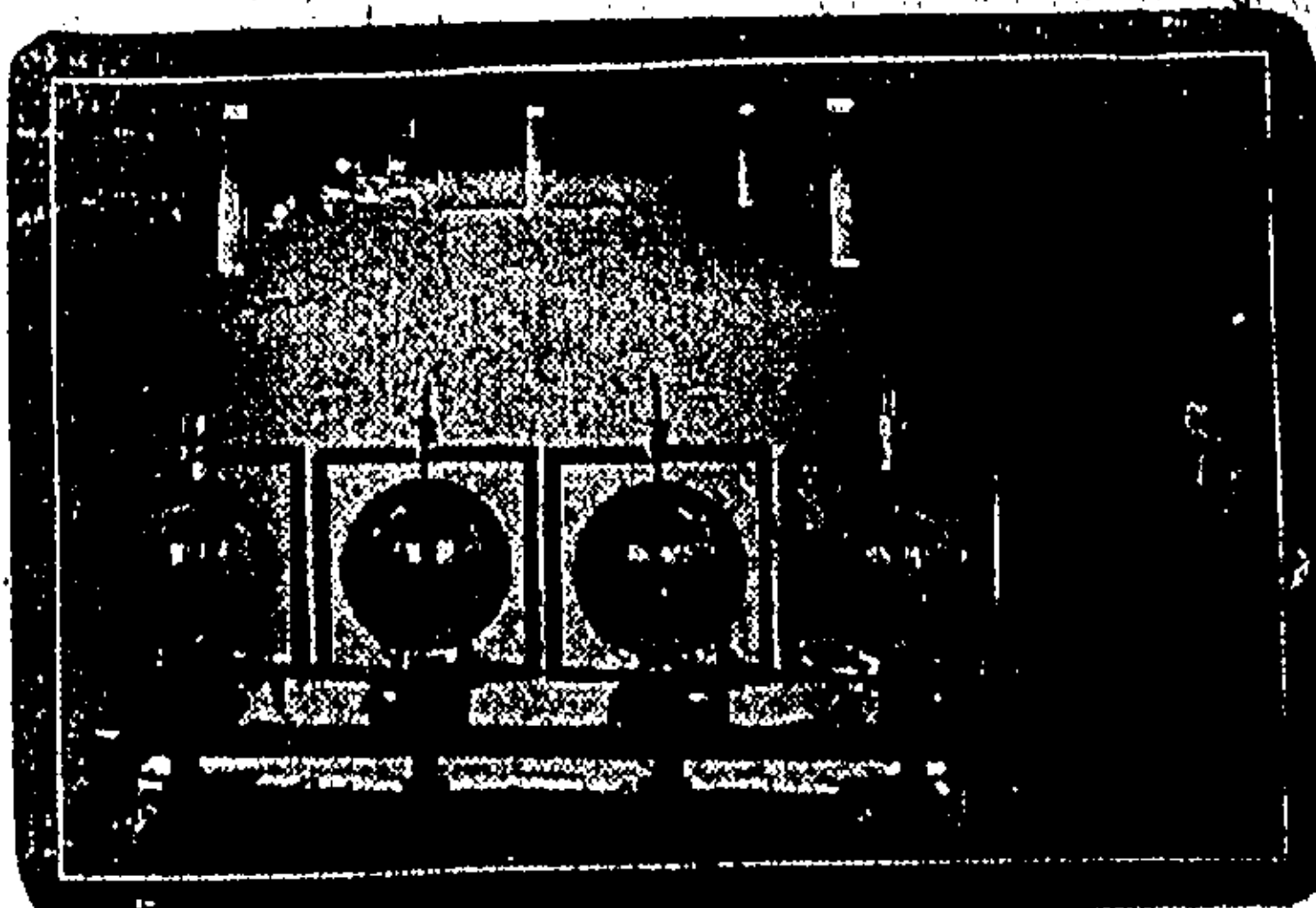
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MAKING BETTER HEADLIGHTS.

General Motor Research.



In the upper view is the headlight laboratory of General Motors Research Laboratories in Detroit, where lights are tested and improved. Lower photo is a close-up of the apparatus by which better lenses and reflectors are built up.

Lighting engineers are trying to make night driving safe and enjoyable by designing a set of headlights that will be fool-proof, that will always throw the right kind of beam, that won't glare into other drivers' eyes and that will illuminate the road sufficiently and far enough ahead to afford as fast driving as daylight does.

Work done in one of the best laboratories in the country points to the fulfillment of this order almost to the last requirement.

In a large dark room on the ground floor of the General Motors research building in Detroit, R. N. Falge and his assistants have been experimenting with all sorts of lighting arrangements for the improvement of this part of the automobile. Falge is head of the lighting division of General Motors research laboratories.

Dozens of types of headlights are racked along the side wall of this long, wide room for comparative study. Posts and signs are set up and an automobile is parked in the distance to stimulate actual street conditions.

Study Lenses and Reflectors.

In front is an apparatus on which four headlights rest. Here various types of reflectors are placed, lenses of all kinds are attached and changes are made to guide the engineers in their study.

Four reflectors of one type, for instance, are partly blacked so that, if the four unblacked portions were to be united they would make a complete reflector of the type under examination. Thus, each of these sections—not necessarily equal in design or size, but all combining to make one complete unit—can be studied for its effect on the illumination of the road and the shape of the reflector possibly improved.

Similarly, horizontal sections of various types of lenses are placed, one above the other, in front of a lamp and the effect of each type or of all combined is observed on the floor and screen ahead.

As a result of these studies, the illuminating engineers have succeeded in broadening a beam of light considerably, equalizing the illumination over the entire road surface and maintaining a bright light while eliminating glare.

We now can see even around corners.

Double Beam in Use.

Elimination of glare without dimming of headlights has already been accomplished and is in practice on the better automobiles. This is done by means of the double or depressible beam headlamp. A switch throws the light from one filament in the bulb to another, thereby either lowering or raising the beam of light as desired.

When the beam is lowered, the road is illuminated as intensely as before, in fact even more so, but closer to the car and over a smaller area. The result is that, no matter how powerful the lights of the approaching car, the depressed beam affords sufficient counter-effect to almost nullify the glare of the other car and at the same time light up the roads to the right.

Dimming of the light, as has been the practice, is like driving in total darkness, compared with the latest achievement.

Despite this progress, however, engineers have had to face the more irritating problem of lights getting out of focus and adjustment. They have therefore tried to develop a foolproof headlamp that would need no focusing.

Non-Focusing Lamp.

At the General Motors research laboratories, Falge and his assistants have been moving the filament of a headlamp about in a circle up to 60 thousandths of an inch from the exact focal point to discover the effect of each position on the beam ahead.

As a result of this study he has devised what he calls a non-focusing headlamp which would eliminate the necessity of such adjustment. At present the bulb in the headlamp has to be moved backward or forward by means of a screw in the back, in order to get the proper type of beam. The non-focusing headlamp is so designed that the filament or bulb may be jarred out of place as much as 60 thousandths of an inch without affecting the efficiency of the beam.

Road Test of Lights.

Before final approval is given for such development, however, Falge goes out to put it to actual test on the roads about Detroit or at the General Motors proving grounds. For this purpose he has a standard automobile, but with four headlights in front and three tail lights in the rear. On the dash he has a complicated arrangement of buttons or switches, by means of which he can produce all sorts of combinations in lighting his head or tail lights.

Thus, driving along any road, up hill or down, around corners and on straight stretches, Falge has been able to observe the results. He has been able to test the lights against those of approaching cars.

Not satisfied even with actual practice, Falge has taken pictures of all his experiments. By comparing pictures, he has been able to ascertain definite effects and improve on the basis of positive fact. He has not trusted his own eyes.

It was in this way that Falge designed the non-focusing headlamp.

LESS CANADIAN CARS.

Canada's 1927 production of motor cars fell more than 25,000 units below its 1926 production. The value of its 179,383 cars produced in 1927 is placed at \$117,569,132.

COURTEOUS DRIVERS.

A leading truck manufacturing company has printed windshield notices for their trucks, with the following sign: "This driver will meet all other gentlemen half way on any traffic situation."

Brass Tack Talks on Miller Tires

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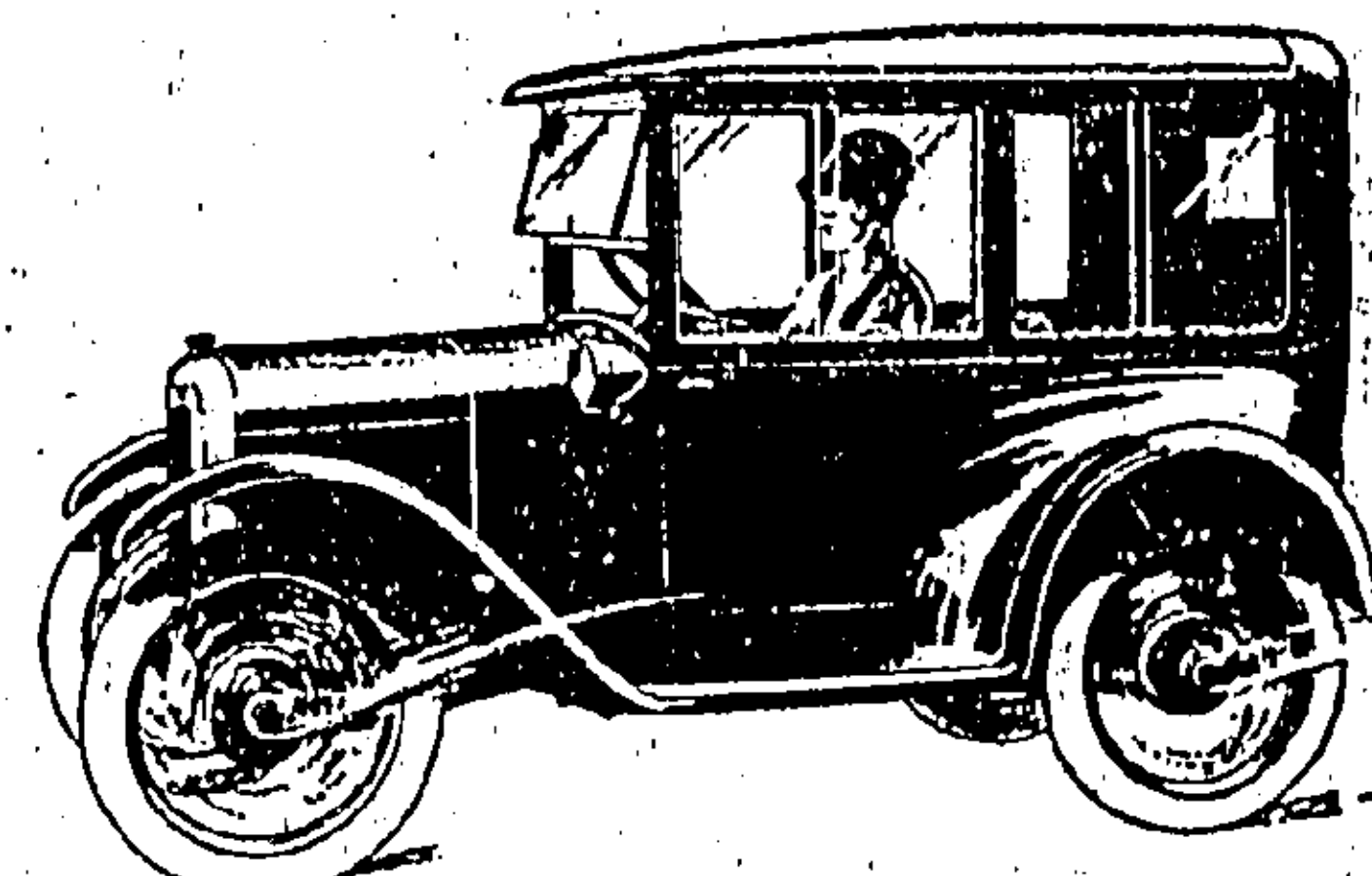
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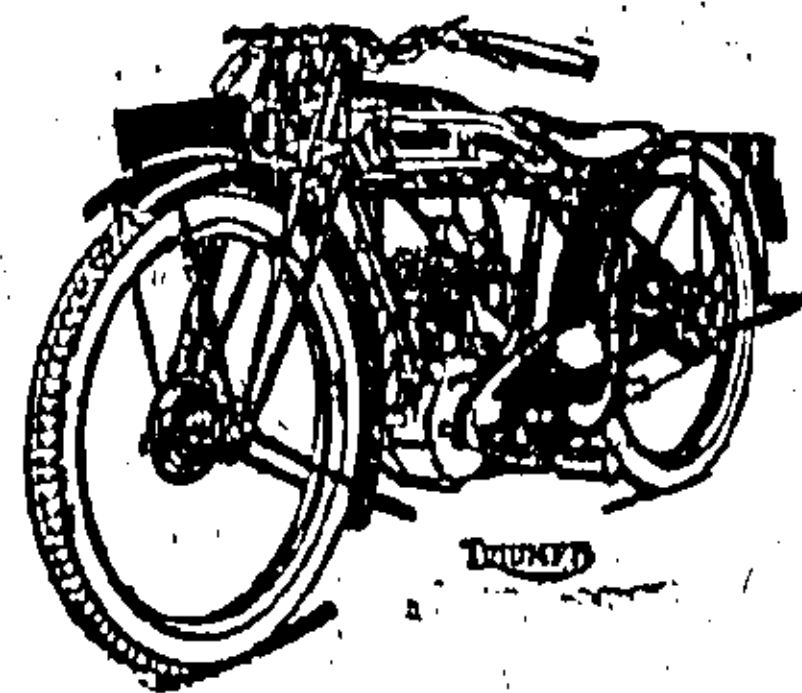
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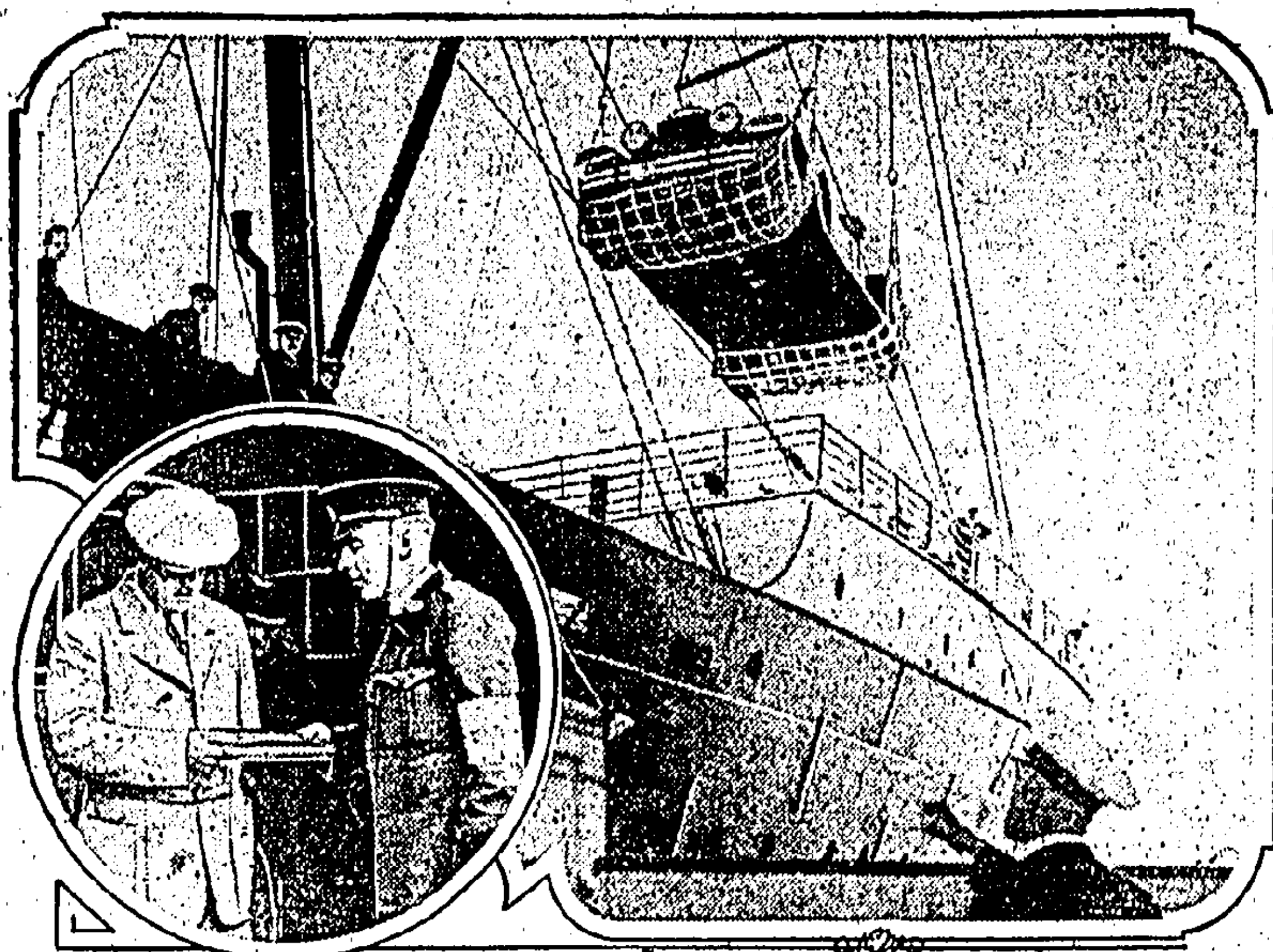
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SHIPPING CARS UNCRATED.

How the American A.A. Helps Tourists.



Uncrated, automobiles are hoisted aboard the ocean liner like this and stored for the trip abroad. At the port of entry an agent of the American A. A. hands the tourist his necessary papers, as in inset.

Washington, April 30.—Once all preparations are made it is easy for an American to tour Europe in his own automobile.

The preparations are quite numerous and complicated. But even these have been reduced to a minimum through a special service for this purpose maintained by the American Automobile Association.

In a valuable booklet, "Motoring Abroad," the A.A.A. details complete information as to how an American tourist may ship his car abroad and tour the European countries without difficulty or fear of being molested.

Nowadays automobiles are shipped uncrated, and the steamship companies have gone so far as to take the entire responsibility for this job out of the hands of the car owner. All a motorist need do is ride up to the ship, leave his car there and forget about it until he lands at the European port.

At the other end, an agent of the A.A.A. sees that the car is supplied with fuel and oil and is passed through customs for the owner.

Passport and Visa First.

Obtaining the necessary papers for touring abroad is a more complicated task.

First comes the passport. This is needed whether a car is taken along or not. It is obtainable from the clerk of the local U.S. district court at a cost of \$10. Applicants must present two small, unretouched photographs of themselves, one signed, but it is advisable to keep a dozen more, for these are frequently demanded during a European journey.

After the passport comes a visa for each country to be visited. These are obtainable in New York at the various consular offices.

That is the regular requirement for all tourists. Those taking their automobiles, in addition, have to have three additional documents, besides going through other forms of red tape. All this is made easy for the tourist if he will merely write to the foreign touring department of the A.A.A. in Washington, and have it prepare the necessary papers and formalities.

Paper for Car Owners.

The papers include:

1—A "triplique" or customs pass for the temporary importation of a car into one country only.

2—A "carnet de passage en douanes" or international customs pass for passage into 12 of the most important countries in Europe, thus taking the place of 12 tripliques.

3—An "international travelling pass" or driver's license for each person intending to drive in Europe. This document requires five photographs of each driver, passport size, with a photostat copy of the home state driving license or, where there is no such license, a certificate from the local chief of police certifying the driver's ability to operate a car.

The A.A.A. has all this ready for the motorist when he arrives at the port of entry. All the motorist does is fill out a form provided by the association and send it in with a deposit of \$50 toward expenses for the various papers and licenses to be obtained. Whatever additional sum is due is collected by the A.A.A. after the trip.

CARS AND THEIR EQUIPMENT.

The Inadequacy of a Jack and its Remedy.

Power, quality, and price all taken into consideration, the small car has been brought to a very high pitch of efficiency, and it is possible now to use the machine for months on end without doing more to it than add petrol, oil, and water, and attend to the greasing. It may be added, too, that we have much to thank the manufacturers for in all this, because it is due chiefly to them that the car has reached this well-nigh foolproof stage. Yet with all the improvement of the past few years there is much left undone, and where the car falls short of what we, as owner-drivers would like, is in those details of equipment which have to be bought by the car manufacturer. There is scarcely a small car but the equipment of which can be improved by the purchase of some gadget or some essential by the owner, but the articles so bought might just as well be provided by the maker as part and parcel of the standard equipment. Experience gained by many an owner leads to the conclusion that in some matters of equipment the makers buy to a price and not because of the real usefulness of the article so bought.

A Common Experience.

How many cars, for example, have really adequate jacks? Jacks that can easily be brought into position for use, and that will lift the wheel clear from the road whatever the camber? This is a fault not confined to small cars, some of the best and most luxurious are not so well equipped in this particular as an owner might expect. The general trouble with the standard type of jack is that it requires some effort to place it in position; the driver has to get down on to his hands and knees, if indeed he has not to lie prone, before he can place it exactly where it ought to go when brought into use. Then the long

operating rod with the cross-piece is not the handiest of instruments, and by the time the jack really begins to take up the weight of the car the work of turning the handle becomes hard. All this leads to that little snag in the work of jacking up which many of us have discovered a snag which is more than ordinarily annoying. This snag arises when, jacking up a wheel which has a puncture, you get lift enough to take off the wheel, but find that the spare wheel, because of its fully inflated tyre, will not go on; the lift has not been enough. You take a few more turns at the handle, to find that the jack is up to its uttermost, and that you still need half an inch or so more lift.

A Way Out.

You can't get it because of the combination of the full lift of the jack and the camber of the road. There is but one way out of the difficulty: you replace the punctured wheel temporarily, de-jack the car, seek for a brick, a stone, or a piece of wood for a foundation for jack, and begin the work all over again. And thereafter you carry a small block of wood about with you for such purposes.

The whole business is wrongly conceived, firstly because the jack ought to be good enough and big enough of lift to meet all road camber conditions, and fundamentally wrong because jacking ought not to be a manual task. We have many women drivers, and cars are advertised as being well suited for women drivers; I have not yet come across one that is offered for sale as a car that can be easily jacked up and in other ways attended to by a woman. The best thing I have yet seen in the way of an easily handled and efficient jack is one which is permanently attached, one to each side of the car. All that is then carried is a loose handle, and with this handle, as I have seen demonstrated, a woman driver can lift a car—on one side of a car, for each jack lifts the whole of its own side clean from the road—in under a minute.

The Hydraulic Jack.

The lowering or de-jacking process is equally simple and easy, and the device is of real help either when changing a wheel or taking off the wheel to give thorough attention to the underworks. As a practical illustration of its value I may instance the occasion when, having a puncture, two of us jacked up, changed the wheel, placed the punctured one on the carrying bracket, and inflated the spare one now brought into use, and from stopping to starting again took no more than five minutes. The device is one that should command the attention of car manufacturers. Its cost is not heavy, and it is cheaper to fit to the chassis than to the complete car at a later stage, for obvious reasons.

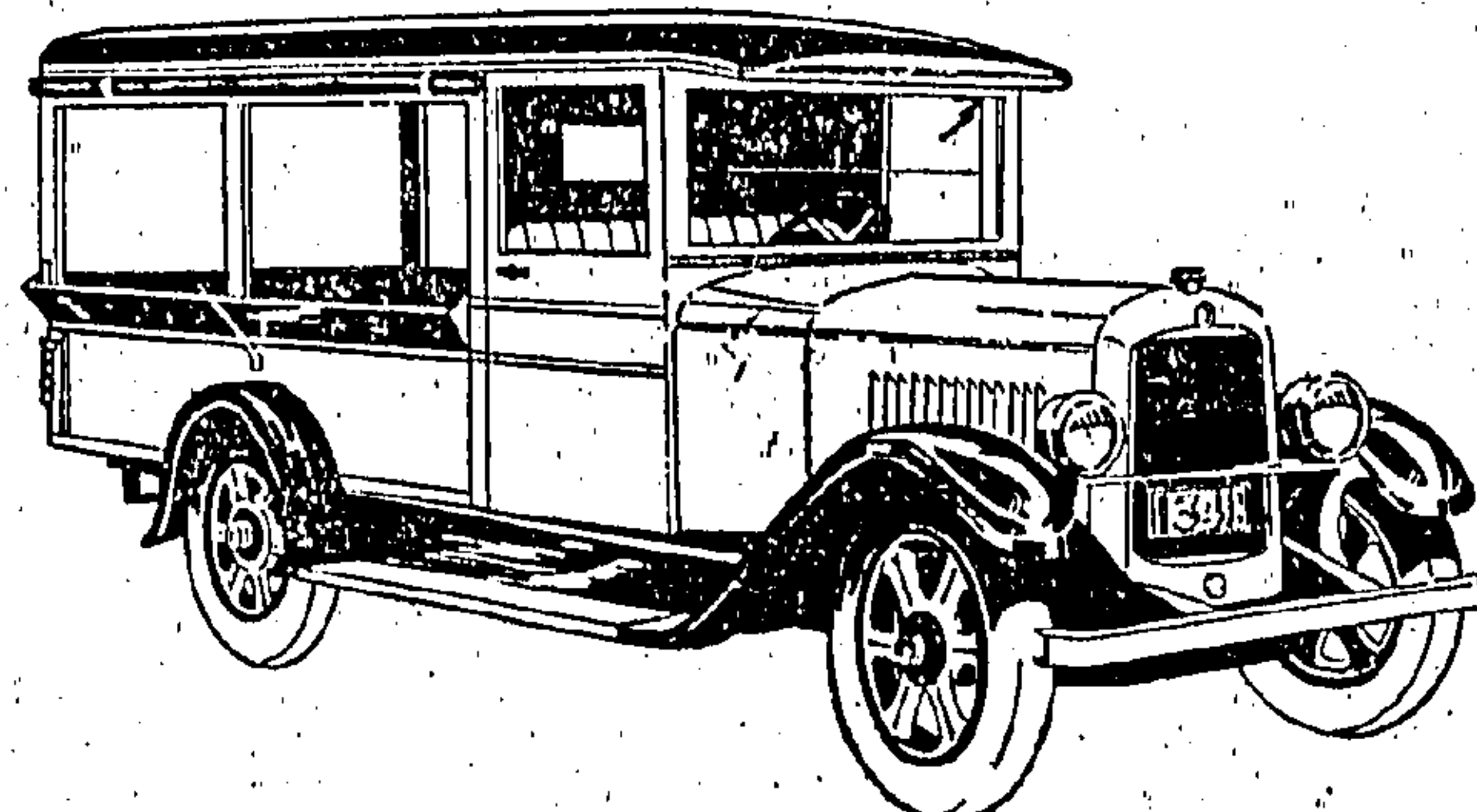
In this matter of jack equipment we are apparently to go much further, and, on paper at least, on much improved lines. A jack, or a full complement of them, one to each wheel, has been invented which is of the hydraulic type, and each and any jack can be brought into use simply by working a small handle attached to the hydraulic part of the mechanism. This mechanism is mounted under the floorboards in the front seat. To jack any wheel you simply set a pointer, bring the handle into play, and the appropriate wheel is easily and almost instantly lifted. Thus the description of it, in brief; it is a device with which one hopes to make further acquaintances.

BACK SEAT DRIVING.

Kansas City.—When to scream "look out" at their husbands and when to remain silent are one of the things taught women of Kansas City in a new motor car driving school. The women also are being trained to handle the wheel and, in addition, to make minor repairs and supervise those being made by mechanics. The school is operated by the Kansas City Safety Council and a group of club-women interested in proving that women are more skilled as motor car drivers than are men.

ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

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PONTIAC

Six Cylinder Engine
1000-lb. chassis - \$885
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With Panel Body - \$770
2000-lb. chassis - \$745

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Six Cylinder Engine
Chassis Prices:
One Ton - \$1095
One and one-half ton - \$1285
Two Ton - \$1395
(pneumatic tires)
several gear drives
Two Tons - \$2250
(solid tires; worm-gear drive)

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BIG BRUTE

Heavy Duty Engine
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prices ranging from
\$3690 to \$5820
All prices f.o.b. Pontiac, Mich.

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BUICK
Six Cylinder Engine
ONE-TON
Complete as Shown
\$1345
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Powered by the Buick and Pontiac engines, General Motors fast duty trucks assure you a new type of performance. They speed up your deliveries. Increase your range of business. Lower your costs.

There is a General Motors six cylinder truck for every need in light and medium duty. Also Heavy Duty Trucks up to 15 tons capacity. By all means, investigate this most complete line!

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A TRUCK FOR EVERY PURSE AND PURPOSE



HONGKONG DELIVERED PRICES.

SERIES A. B. "NATIONAL"

R.A.C. Horse Power Rating 21.7		Brake Horse Power 35 at 2200 Revolutions	
Piston Displacement	170.9 Cu. In.	Wheelbase 107 inches	PACKING
	NETT WEIGHT	F.O.B. FACT:	EXTRA NETT
			SHIPMENT NETT CASH DELIVERY HONGKONG
* CHASSIS 4 TON	1765 lb.	G\$375	G\$21
* ROADSTER 2 Passenger	2100 "	495	56
* TOURER 5 Passenger	2160 "	495	56
* COACH 5 Passenger	2430 "	585	45
* COUPE 2 Passenger	2305 "	595	45
* CABRIOLET 4 Passenger	2340 "	665	45
* SEDAN 5 Passenger	2505 "	675	45
* LANDAU 5 Passenger	2475 "	715	45

* * * CHASSIS 4 TON ... 1765 lb. G\$375 G\$21
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* * * TOURER 5 Passenger ... 2160 " 495 56
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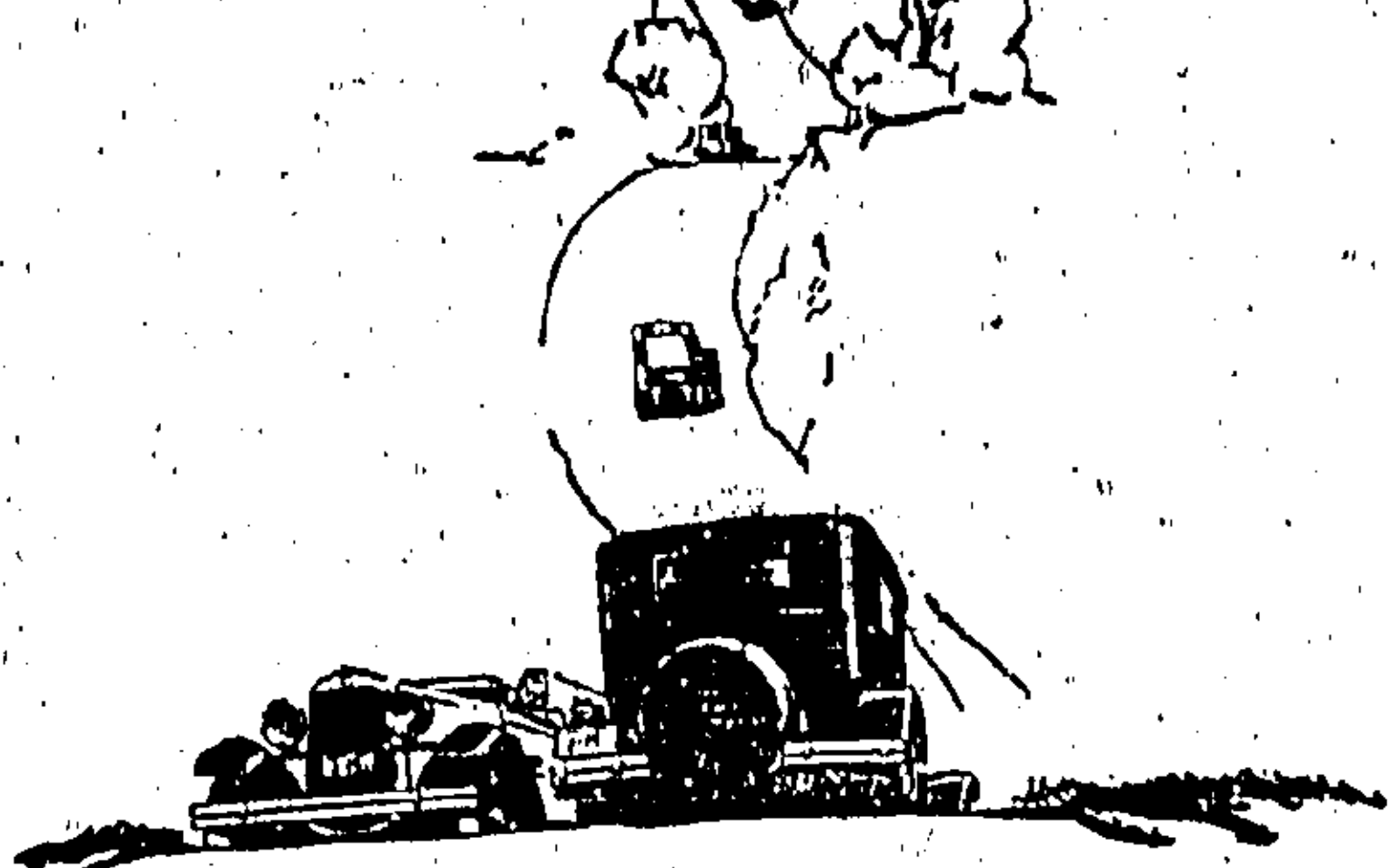
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Before the new Oldsmobile was presented to the public more than a million miles of testing were put behind it. For two years it was threading the traffic of street and highway... running the gauntlet of exacting tests on the General Motors Proving Ground... 1,177,000 miles of wearing and tearing use!

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Prove this car for yourself and you will know why thousands of buyers are choosing the new Oldsmobile Six.

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THE FINE CAR OF LOW PRICE

THE CAR OF THE FUTURE.

Driving Without Gears.

[By the Hon. Maynard Greville.]

Some time ago Mr. Basil Dean told me that, in collaboration with Miss Margaret Kennedy, he was writing a play to succeed "The Constant Nymph," in which the hero was a motor inventor. He wanted to know what would be the most desired and important invention for the improvement of the modern car, and I unhesitatingly voted for the elimination of the clutch and gear box. We called in Mr. Constantinosco, who, with his famous torque converter, has gone further along this road than anyone else up to the present, and the result is in "Come with Me," at the New Theatre.

Car engineers and designers in every country have reached something like finally as regards the type of transmission, and they are now turning their attention to the transmission itself. The method of getting the power from the engine to the back wheels of a car has remained much the same for the last 25 years, and both users and makers realise that it is high time something was done.

There are two main advantages to be gained by a complete revision of the transmission system. First, the elimination of gear changing, the bugbear of the new driver, and secondly, something which I think will be far more important in the long run, the possibility of the use of a far more efficient and entirely different type of internal combustion engine. It is impossible to prophesy with any certainty as to the trend of an industry like the motor trade, as so many exterior forces come into play, most of which have nothing whatever to do with design, while the sudden arrival of a successful gas turbine, the resuscitation of the steam turbine, or a new method of projecting power might completely turn everything upside down.

Two Main Types.

Engineering progress is, however, usually rather by evolution than revolution, and on this basis I can see two main types of motor vehicle supplying the needs of the motorist of the future: One with a large flexible power plant, a top gear car, with a lower gear ratio only for starting purposes and for emergencies, such as the genius of Mr. Henry Ford first evolved, and

which reaches a very high state of perfection in many American cars, to-day. The other would have some sort of diminutive supercharged two-stroke engine of motor-cycle size, working at an almost constant high speed and delivering its power through some sort of torque converter.

At the moment the ordinary motorist is not so much concerned with developments of this nature. He is interested in the elimination of the gear-changing terror, though he often will not own it. This factor has taken precedence somewhat naturally in the minds of designers, and there are now many excellent devices for this purpose.

The most prominent of all is a free-wheel device, several types of which are now on the market. I have tried one or two, and think they are of tremendous value, both in economising petrol and in the gear-box enables one to do anything with one's gears without worrying about the clutch, and this is a marked step in the right direction. It suffers from the disadvantage that it only removes the more obvious symptoms of the disease, without actually removing the disease itself. The gear-box is still there, under the floor boards, wasting power and hampering the engine, though its more striking deficiencies are removed, and one is inclined to forget its existence. It is for this reason that I think the matter cannot remain where it is, but must go forward in the ordinary course of evolution.

Pump Handling.

I should like to point out here that all this is absolutely against myself, as I am a gear-changing maniac. My own car is one which requires an almost continual "pump-handling" of the change speed lever if one wants to get really good results, and quite frankly I love it, and consider it is really one of the few interesting things one does when driving a car. If a gearless car comes in I shall probably give up motoring, or be seen driving some, by then, ancient monstrosity, going through curious and inexplicable motions to the amusement of the general public.

Finally, I am not sure that gear changing is not a rough and ready test of one's fitness to be in charge of a car at all, and that in a gearless age driving will become far more dangerous than it is now, as anyone can learn to steer a car in a few minutes, but there are many more things in driving than that.

THE RECORD SPEED.

Made on Firestone Tyres.

Daytona Beach Fla., April 22.—Ray Keech, driving a monster speed car built for J. M. White, Philadelphia sportsman, today set a new world's record for automobiles when he averaged 207.55200 miles per hour in two runs over the official beach course.

Sending the thirty-six-cylindered Triplex Special against the wind in the official test at an average of 201.56774 miles per hour, he covered the first mile in 17.86 seconds.

Coming back down the beach with wind at his back, Keech finished over the mile in 16.83 seconds, making 218.90374 miles per hour.

His average per mile for the two runs was 17.345 seconds.

Greeted With Cheers.

After bringing his car to a stop Keech alighted amid the roar of the crowds.

Keech's average speed was less than a mile better than that of the former title holder, Capt. Malcolm Campbell, British driver, who in February sent his Napier Special roaring over the sands of the beach here to average 206.956 miles per hour.

The Triplex Special was equipped with Firestone tyres and they withstood the speed remarkably well.

\$9,000,000 FOR A CENT.

For every one cent increase in the price of rubber, American car owners pay nine million dollars, according to the American Automobile Association, which is conducting a campaign to free the country from the "foreign monopoly."

HE KNEW WHAT TO EXPECT.



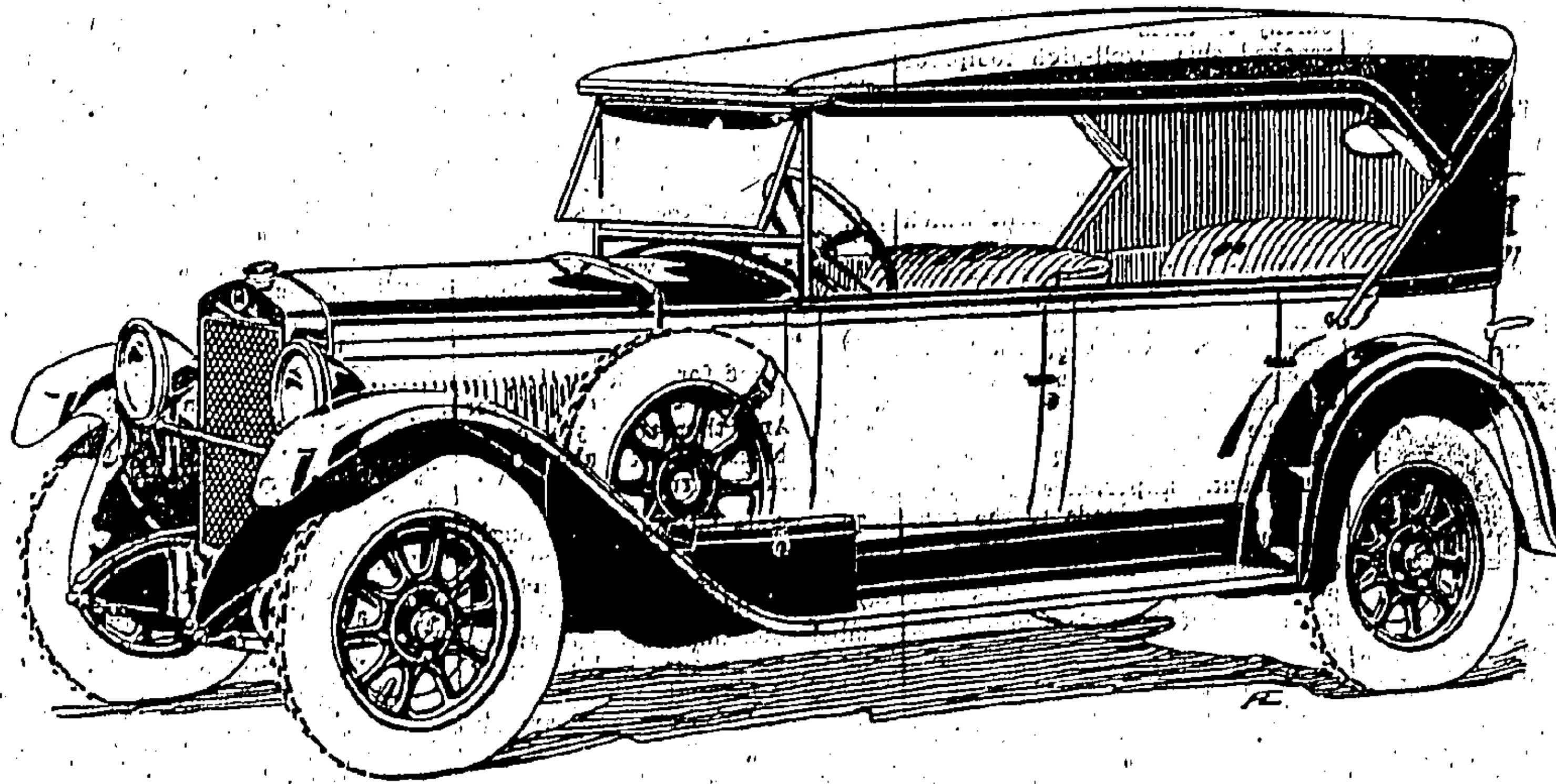
FIAT HAS ARRIVED!!

Mod 520

MECHANICAL CHARACTERISTICS OF MODEL "520" CHASSIS.

"En bloc" engine with detachable cylinder head, crankshaft supported by seven bearings, perfectly balanced and fitted with vibration damper—Solex carburettor—Petrol feed by auxiliary tank fitted on the dashboard—Ignition by battery and high tension distributor—Lubrication by pressure by means of gear pump fitted with special filter—Water cooling by means of centrifugal pump—Single disc type clutch controlled by pedal—Gear box for four forward speeds and reverse, gear lever fitted in the centre—Transmission shaft fitted with two cardan joints—Motion is transmitted to the wheels by means of conical gears with curved teeth—Left or right steering of the worm screw type—Hand accelerator and advance lever—4 Wheel brakes of the self-energizing type FIAT patent—Steel artillery wheels for low pressure tyres 14" x 45"—Lighting set by means of a dynamo and battery—Two front lights fitted with an additional bulb for town use and anti-dazzle; tail lamp and dashboard lamp—Electric self-starter by means of motor acting on the flywheel, with pedal switch—Suspension by semi-elliptic springs with shock absorbers.

Cylinders	6	Body space	7' 11"
Bore and Stroke 68x103 mm.		Length of the chassis	12' 9"
Total cubic capacity 2244 cm ³		Width at front	2' 2 1/2"
Wheel base	9' 6"	Width at rear	3' 8 1/2"
Wheel track	4' 8"	Minimum clearance about	8"



Now on Display in Showroom.

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Studebaker

HONGKONG DELIVERED PRICES.

ERSKINE SIX

N.A.C.C. Horse Power Rating	18.15	Brake H.P.	43 at 3000 Revolutions.
Piston Displacement	160.37 Cu. In.	Wheel Base	107 inches. Speed 62 M.P.H.
Tourer	5 passenger	Nett Weight	2222 lbs. ... G\$1,150
Club Sedan	5 passenger	"	2437 " ... 1,150
Roadster	4 passenger	"	2297 " ... 1,200
Cabriolet	2 passenger	"	2322 " ... 1,200
Sedan Royal	5 passenger	"	2537 " ... 1,250

All prices include Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

DIRECTOR SIX

N.A.C.C. Horse Power Rating	27.34	Brake H.P.	70 at 3000 Revolutions.
Piston Displacement	241.37 Cu. In.	Wheel Base	113 inches. Speed 65 M.P.H.
Tourer Royal	5 passenger	Nett Weight	3070 lbs. ... G\$1,450
Roadster	4 passenger	"	3030 " ... 1,500
Tourer Royal	4 passenger	"	3080 " ... 1,550
Club Sedan	5 passenger	"	3155 " ... 1,600
Sedan Royal	5 passenger	"	3225 " ... 1,700

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

COMMANDER SIX

N.A.C.C. Horse Power Rating	27.34	Brake H.P.	85 at 3000 Revolutions.
Piston Displacement	253.8 Cu. In.	Wheel Base	120 inches. Speed 72 M.P.H.
Roadster Royal	4 passenger	Nett Weight	3318 lbs. ... G\$1,900
Club Sedan	5 passenger	"	3453 " ... 1,950
Cabriolet Royal	4 passenger	"	3498 " ... 2,000
Sedan Royal	5 passenger	"	3580 " ... 2,000

All Prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

PRESIDENT EIGHT.

N.A.C.C. Horse Power Rating	36.45	Brake H.P.	100 at 3000 Revolutions.
Piston Displacement	313 Cu. In.	Wheel Base	131 inches. Speed 80 M.P.H.
Tourer State	7 passenger	Nett Weight	3760 lbs. ... G\$2,500
Sedan State	7 passenger	"	4036 " ... 2,650
Berline State	7 passenger	"	4065 " ... 2,700
Limousine State	7 passenger	"	4096 " ... 2,900

All prices include 6 Wire Wheels, Choice of Upholstery, Front and Rear Bumpers, Extra Tires and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central Tel. Central 4780



[By Israel Klein.]

One of the features of a car that seems to be taken for granted is the headlighting.

When we buy a car and have it demonstrated, it is usually during the day, so we miss an important phase to be considered in the purchase. Try out the new car at night, and you might change your mind about it.

The trend in headlighting to-day is toward a wider, more evenly distributed beam of light over a big distance. At the same time, we are getting away from the dimming feature and are making use of the double-beam type of headlamps.

By the double-beam system, light over a considerable distance is effected by switching the lamp to the upper beam. Glare is avoided, when a driver approaches, by switching the light to the lower beam. In both cases, however, the strength of the beam is the same.

The advantage of this is that a driver now may drive safely and see enough of the road ahead, even with the beam lowered to make night driving less irritating. With dimmed headlights the driver gropes his way through the dark.

But it is essential that the lights be properly focused and the headlamps adjusted. This is quite simple and takes little time.

To focus the lights, back away from the closed garage doors or a wall about 25 feet and turn on the lights. At this distance both headlights should throw an even elliptical shape of light against the wall, with the long axis of the ellipse horizontal.

A screw in back of the headlamp is there for focusing the light. By turning the screw slightly, to left or right, the bulb is brought back or forward until the beam on the wall is concentrated into the horizontal elliptical shape required.

(Continued on Next Column.)

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

THE MODERATE DRIVER'S RIGHTS.

I have just received the following letter: "A recent newspaper article, by the vice-president of one of the great motor-car companies, inspires me to write to you. This gentleman states that the only dangers attending high speed on the highways are recklessness and the hazards created by drivers who will not drive fast. Now, I cannot afford a modern high-speed car, the one I own riding uncomfortably at more than a 30 m.p.h. speed, but I and my friends get a tremendous amount of pleasure out of it, at our 25 m.p.h. speed with a feeling of security in having it under perfect control at all times. Respectfully, last summer, other drivers seemed to be irritated at my 25-m.p.h. speed and what I want to ask you is whether, under the circumstances, I should attempt to drive faster. Is 25 m.p.h. too slow a speed for present day traffic conditions? I understand that there are highways on which motorists who do not travel at high speeds are pulled off the road. Is this so?" Our advice to this correspondent is that he should not attempt to drive faster than he is accustomed to or indeed faster than he wants to, irrespective of the wishes of the speeders.

However, he should do his utmost not to interfere with drivers who choose to travel faster, by keeping just as close to the proper side of the road as possible. On highways on which there are special sections set apart for high and low speed traffic, he should travel on the latter. The rule of the common highway is that it may be used for all reasonable purposes of travel, but that there shall be no wanton or unreasonable interference with the rights of others. He should carefully examine the motor laws of his district and see if there is any rule defining a minimum legal speed. He is not likely to find any such provision, although most motor statutes define certain speeds above which it is *prima facie* unlawful to drive. It is not at all strange that officials of auto manufacturing companies, which build high-speed cars and advertise them by figures indicating the maximum speeds of which they are capable, should advocate high speeds and try to impress the public that the faster one drives the safer one is. This sort of propaganda, like all others, has to be considered in the light of common sense and treated like any other kind of advertising. In considering the question of safety at high speed, it is only necessary to remember two basic, unchangeable laws of mechanics: That when the speed of a car is

doubled its stopping distance is quadrupled, no matter what its brakes may be and that doubling the speed quadruples its destructive effect in a collision. No motorist should let these absolutely irrefutable facts be obscured by the self-seeking claims of interested propagandists. We have no fear that this correspondent will be "pulled off" any common highway, if he drives at 25 m.p.h. and keeps close to the proper curb.

Lamp Bulbs Burn Out.

Question:—The "bright" bulbs in the headlights of my car have blown out seven or eight times this winter. Experts have gone over the wiring and claim that all connections are tight. Are light bulbs affected by cold weather? This trouble does not occur in the summer. What is the cause of this burning out of bulbs?

Answer:—It is plain that the voltage runs abnormally high. While the wiring may be all right, there is probably a high resistance contact somewhere, which raises the voltage at the lights. This is very often at the contact between the ground strap from the battery to the frame and we suggest that you detach this, file the contact surfaces bright and re-attach it. Sometimes, even though this contact is good enough to allow the starter to work, there is still resistance enough there to raise the generator voltage to a point that gives short lamp life. This condition may be aggravated if your charging rate is high, more than about 12 amperes. Temperature has no effect on bulb life, but if you use a higher charging rate in winter, this may partly account for your aggravated winter trouble.

Engine Dies on Hills.

Question:—When going up a grade the engine of my 1927 car dies down and misses, but on level ground, when it is turning over lively it seems to have plenty of power and speed. What is the trouble?

Answer:—Perhaps it does not get gasoline enough for hard pulling. Clean the strainer, in the carburetor, if it needs it, and otherwise make sure that the flow of fuel is free. If the pistons or valves are too leaky, an engine will not run properly at low speed and open throttle. See that all cylinders have good compression. Be sure that the spark-plug points are not set too far apart. The high-speed adjustment of your carburetor has not been set too lean, has it? On the face of it, this trouble looks like a case of partly stopped up fuel-feed.

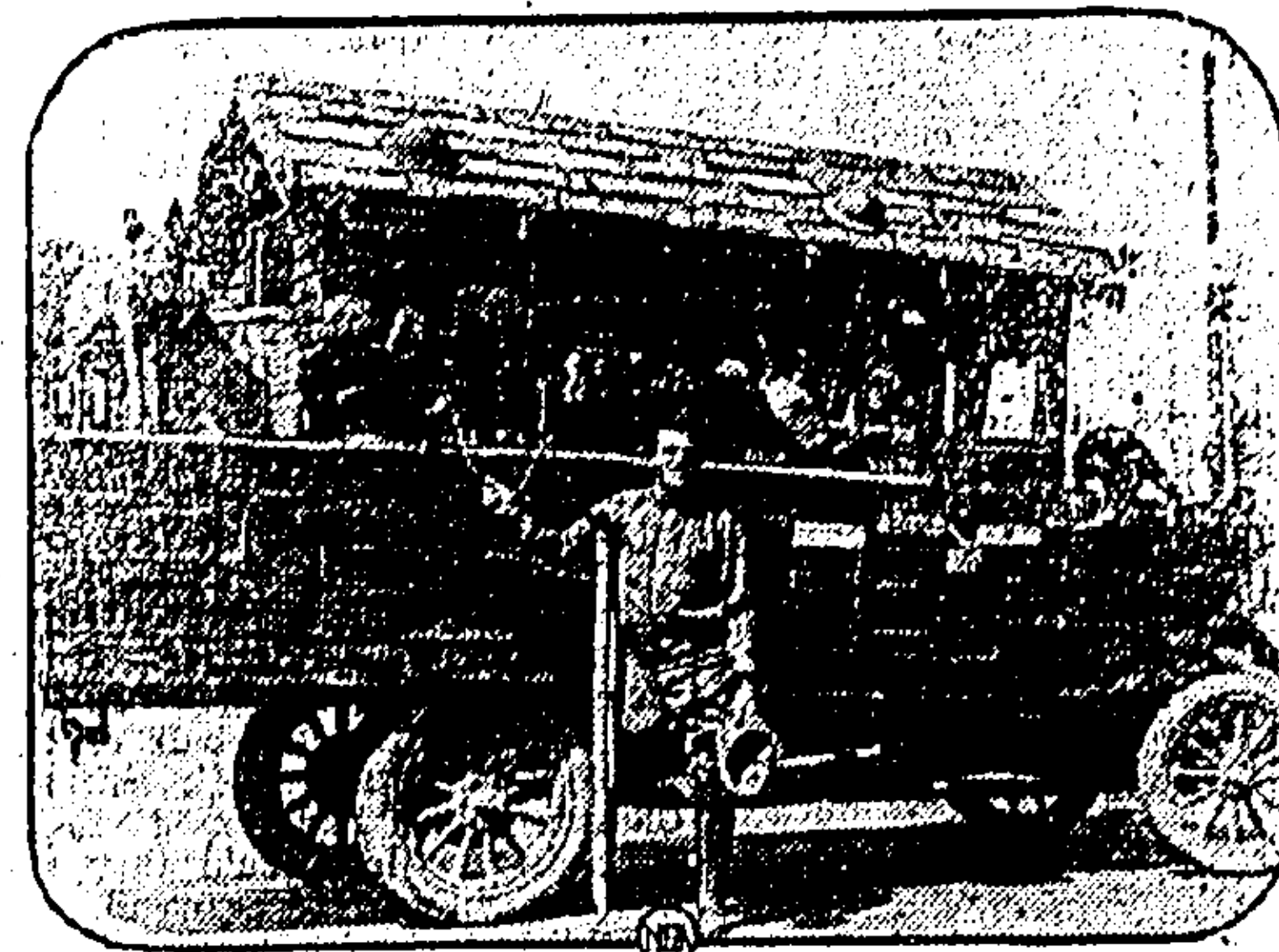
The headlamps then need adjusting so as to keep the lights from being thrown too far upward and into the eyes of approaching drivers. This may be done by loosening the bolt holding the lamp to the tie-rod or support and tapping it downward until the beam is directed properly along the road.

To do this properly, in the case of a big car, three passengers should be seated in the back while the adjustments are made. This weight tilts the lights upward as much as two degrees and should therefore be considered in proper

Sometimes, no matter how one may try to focus the lamps properly, one seems to be directed above the other, or at an angle. The way to correct this is to take out the bulb in the lamp that seems out of true and merely turn it around in the socket.

Nine-tenths of such difficulty can be corrected this way. The reason is that the filaments of the small bulbs aren't exactly true, and the mere matter of turning the bulbs around may bring them closer toward the focal point.

TOURED FOR HIS HEALTH.



A doctor told Harry Nelson, an American war veteran, that his loss of a leg by mustard shell shrapnel would shortly end in death. So Nelson made the best of it and decided to see America first. He fitted up this "Noah's Ark," took along a dog, raccoon, monkey and badger and toured all the states, as the name plates show. Now Nelson says he's healthier than ever.

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Cheung Mei Bus Co.	4—Type Z5 16 pas. Buses
China Motor Bus Co.	2—Type Z5 16 pas. Buses
Dodwell & Co., Ltd.	1—One ton Open Body Truck
Kowloon Motor Bus Co.	2—Type Z5 16 pas. Buses
Nam Hing Motor Bus Co.	2—Type Z5 16 pas. Buses
Nam Hing Motor Bus Co.	1—One ton 12 pas. Bus
"Nestle Chocolate"	1—One ton Panel Truck
Ruttonjee & Son, Ltd.	1—Type Z5 30 cwt. Open Body Truck
Sincere Co.	2—Type Z5 30 cwt. Trucks

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Chassis completely equipped with 33" x 5" tyres	£235
Lorry complete with Cab and drop sides	295
Tipping Lorry complete with Cab	310
General Utility Vehicle complete	325
Standard Van complete with Cab	335
De Luxe Van complete with Cab	350
Bakers Van complete with Cab	370
Furniture Van complete with Cab	370
Ambulance Type A complete	430
Fever Van complete	450
Colonial Ambulance complete	485
Charabanc for 14 passengers	510
Hotel Bus Type T1	515
Bus De Luxe	570
Special Saloon Bus Type 133	575

30 CWT. MORRIS 15.9 H.P. 11' 6" W.B.

Chassis Z5 with 32" x 44" tyres, dual rear, F.W.B.	£320
Chassis Z6 complete with 32" x 6" tyres and F.W.B.	355
Type Z7 Standard Lorry complete with Cab	390
Type Z6 Standard Lorry complete with Cab	420
Type Z5 Charabanc for 18 passengers	620
Type Z6 Charabanc for 18 passengers	650
Type Z5 Special Saloon Bus	670
Type Z6 Special Saloon Bus	700

30 CWT. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only equipped with 32" x 44" tyres	£536
Chassis with War Dept. type Body	626

2 TON 6-WHEELER 15.9 H.P. 12' W.B.

Chassis only equipped with 32" x 44" tyres	£555
Chassis with War Dept. type Body	645

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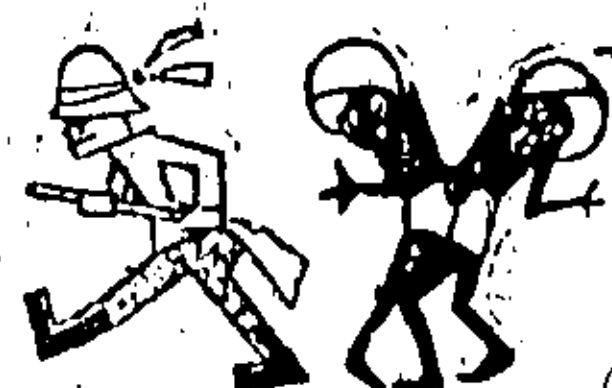
OLDEST CAR ON PENSION.

Paris, April 26.—France's oldest car, "Antoinette," has been given a pension for faithful service and now lives the life of Riley at the museum of the Automobile Club of Picardy. "Antoinette" was purchased in 1895. Her owner, an abbe, towed it home behind a horse, because she couldn't get there under her own power. Since then, the "little engine" has taken "Antoinette" over more than 175,000 miles of road.

NEW FUEL IN 1928.

New York, Mar. 25. A new fuel, embodying a chemical cracking process and a new combustible compound, will be experimented with this year in running automobiles and other gasoline driven engines. Edward F. Chandler, technical director of the company manufacturing this new product, says that the fuel has been tested and can be adjusted to the modern motor's needs fully.

After Big Game!



Whenever Captain Nimrod tore to hunt big game in Chetapore.



Until his sorrows soothed by this he fell into a dream of bliss.



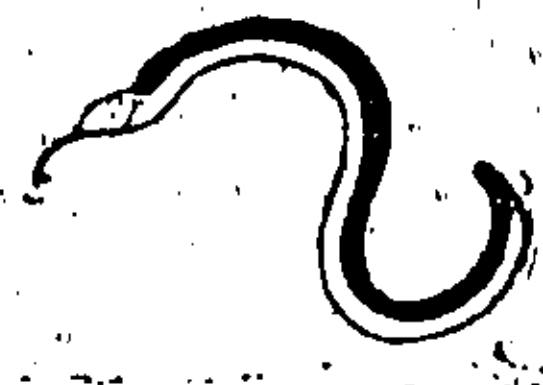
The Elephant and Crocodile Moved after him with happy smiles.



The Lion and the Kangaroo took fright, and disappeared from view.



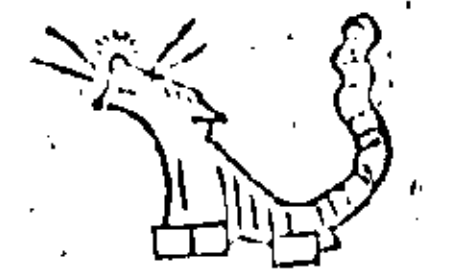
None makes away (or maybe won) A Tiger, couchant in his den.



The Boa-Constructor slithered by With untold yearnings in his eyes.



The Man and the Woman-She hid behind Cactus trees in flank.



Up held his nose, and sniffed away And subtle fragrance in the air.



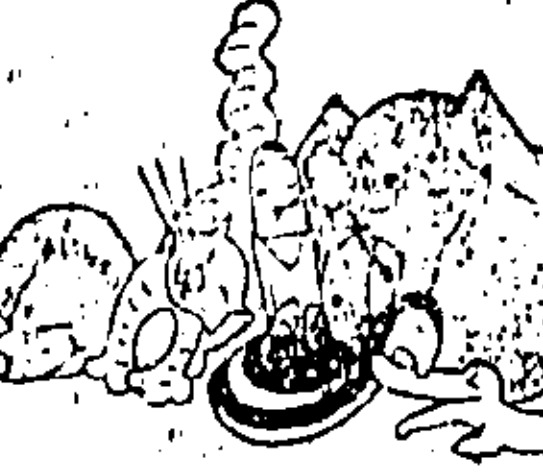
Nor did the Wart Hog linger long To join that captivated throng.



And so this clever fellow the Captain sought, and with a magnum "CAPSTAN".



Quicker than hare by springer trapped in. The tiger started for the Captain.



Moral: The men who are the most in favour Are the smokers who prefer the CAPSTAN favour.

ED-679 This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

"CHAOS IN THE CHURCH."

DR. BARNES AND NEW PRAYER BOOK.

UNITY AT AN END.

Birmingham, May 10. The Bishop of Birmingham (Dr. Barnes), presiding to-night at a meeting held at the Central Hall, Birmingham, to consider the attitude of Parliament towards the new Prayer Book, gave his reasons for hoping that the new Prayer Book Measure would be rejected by Parliament. He said: "In the first place, the new Prayer Book is over-elaborate; we need greater simplicity. Secondly, the new Book will facilitate such a change in the type of public worship of the Church that Morning Prayer will become a brief introduction to the Communion Office. Thirdly, in the new book the results of the Higher Criticism are freely assumed as regards the Old Testament; yet the New Testament is treated as though it were verbally inspired. Such misuse of scholarship is not honest. In the fourth place, the great defect of the proposed Prayer Book is its ambiguity. It evades crucial issues which the Church must face. It seeks compromise where compromise is impossible. It faces both ways. But it is on the question of reservation that the ambiguity of the proposed Prayer Book is most dangerous. Does a spiritual change take place in Bread and Wine at Consecration? The medieval Church said 'Yes,' and explained the fact by the dogma of transubstantiation. The Reformers denounced the belief as a superstition. The proposed Prayer Book permits continuous reservation and the concession is not balanced by any doctrinal statement reaffirming the teaching of the reformed Church.

Disestablishment Threat. When a book is thus ambiguous as to doctrine, it is obvious that as an instrument of administration it will lead to chaos. I say bluntly that if the new book is passed, all hope of unity within the Church will be at an end. We shall have permitted Anglo-Catholic abuses in opposition to the old forms of worship and belief of the Church. Whenever a parish gets a new Vicar, opportunities for dissension will arise. The Bishop, powerless to enforce whatever decisions he may give, will be expected to preserve peace. He will need your pity.

There are some who threaten that, if the House of Commons does not now reverse its former decision, a disestablishment campaign, distasteful to all political parties, will be begun. Such threats can be safely ignored. If the House of Commons should prevent the Church from abandoning religious principles to which Free Church ministers have dedicated their lives, such ministers will not be so illogical as to seek to free the Church from control by the State. Who within the Church will demand disestablishment, and with it, of necessity, disendowment? Not those of us who want the present proposals rejected; and certainly not the extreme Anglo-Catholic, who could not finance their Churches.

We are sometimes asked: What is your policy if the present proposals be rejected? Our answer has been often given. We desire a less ambitious type of reform, a series of non-contentious proposals which will simplify the old Book and adapt it to modern needs. We would take the more successful changes of the present revision as our basis.

Appeal by Lady Bates. Lady Bates, (Diocesan representative for Chester in the Church Assembly) said that they were all heartily tired of the controversy, and there was a danger that from sheer weariness some might be inclined to withdraw their opposition. She asked any such people to look at the reasons for their dislike of the Book, and if these were based on the view that there was in its teaching anything at variance with the present Book, and which could not be proved by Holy Scripture, they could not with a clear conscience do other than fight to the last to keep the national Church true to herself.

It had been suggested, she said, that the controversy did not concern members of the Free Churches, but she contended that they had every right to take part in it, because the Church was a national Church. A fear had been expressed that the rejection of the Measure would lead to a demand for Disestablishment, but there could be infinitely greater danger. If the Measure was carried, how could it be expected that the bulk of the people would stand for a national Church which had ceased to be Protestant? How could they expect the people to agree to the Established Church legalising the Mass and breaking down the barrier built on the sacrifice of the lives of men at the Reformation, which separated the Church from Rome? She was convinced that the great body of Birmingham men and women were determined to save the Church from this false teaching.

SIR A. KEITH'S NEW CHALLENGE.

DOES THE SOUL DIE WITH THE BODY?

RIDDLE OF BRAIN.

Sir Arthur Keith, President of the British Association, whose address to that body upon the theory of man's origin aroused considerable controversy, returned to the attack in the Ludwig Mond lecture, which he delivered at Manchester University.

"The Implications of Darwinism" was the title of his lecture, in the course of which he stated that medical men could find no ground for believing that the brain was a dual organ—a compound of substance and a spirit. In other words, the spirit dies with the body. "Every fact known to medical men compels the inference," he said, "that mind, spirit, soul are the manifestations of the living brain, just as flame is the manifest spirit of a burning candle. At the moment of extinction, both flame and spirit cease to have separate existence."

However much this mode of explaining man's mentality may run counter to long and deeply cherished beliefs, medical men cannot think otherwise, if they are to believe the evidence of their senses.

Sir Arthur's latest pronouncement has evoked much comment. The following are some of the views expressed:

"Sir Arthur Keith may be a great authority on prehistoric man and comparative anatomy, but he knows nothing of psychological research. I do not admit that the brain gives rise to the soul. The brain may crumble away but the soul still exists, as it uses the brain as an instrument."

"Belief in a continued existence of the human spirit after the death of the body cannot be overthrown by any such analogy. Positive reasons for belief in personal immortality are, of course, derived from arguments of a different nature. Goodness, beauty and truth are, we argue, the ultimate values of the universe, and therefore permanent as a part of the highest category of reality."

"I want to refer to some lines I wrote three years ago, at the end of a review of Flammarton's 'Death and After.' These lines were:

In the dim future do not seek to peep
Trying to fathom things obscure and deep;
Youth often laughs at death, but old men weep

Wise men know death to be an endless sleep.
"An endless sleep—I could not put it better than that."

"It is time scientists talked a little more poetry. If they can show that the greater can be contained in the less, then I shall know that the poetry of Shakespeare had its origin in floating gasses."

Dean Inge (speaking at a meeting at the Blind School, Swiss Cottage):

"The future life has sometimes been taught in such a way as to make inevitable a reaction against it, and we are now paying the penalty of widespread renunciation of the idea of immortality."



A married man soon finds that discussion is the better part of valour.

guard the Church from this false teaching.

The Attorney-General. Sir Thomas Inskip, Attorney-General, said he believed the House of Commons intended to maintain its right to have a voice in the councils of the Church. They had only too good a reason for thinking that the measure, even if it were going to make the Church of England more comprehensive, would certainly not restore discipline. That the Book deserved their opposition because it was a reversion to rejected errors was, he believed, accepted by the great bulk of those who had considered the question. A resolution was passed recording the opinion that the Prayer Book Measure in its present form would neither restore discipline nor bring peace to the Church. The rejection of the Measure was urged with a view to its reintroduction after a reasonable interval in a less controversial form.

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Dr. A. E. Rudie, rector of Cottingham and registrar of the Diocesan Association of Lay Readers, has been appointed an honorary canon of Peterborough Cathedral, recently.

Mr. Henry Edward Kershaw, Mayor of Shoreham in 1900 died suddenly at a meeting of a sub-committee of the Egham Council.

Prebendary Carille, who has been ordered to rest, was unable to be present at the 46th annual meeting of the Church Army at the Queen's Hall.

The Very Idea!

The Long Arm of Coincidence.—A Merton, Bicester, correspondent writes to a Home paper:

"My mother, my elder sister, and myself were bathing one day in the summer holidays of 1912 in a cove of Fintona Bay, Co. Donegal, in rough water. From babyhood I had worn a little silver cross (valued for sentimental reasons) round my neck on a slip-over chain. I always bathed with it on. On this occasion a wave must have washed it over my head (I was only a child), for it was missing when I got ashore, and I was heartbroken."

"That night a week's terrific storm started; a storm that shifted dunes and changed the whole beach. On the first calm afternoon we were prawning at the other end of the 'Strand' fully a mile from the bathing cove, and where we very seldom went, and my first 'catch' was my cross and chain, undamaged, wrapped round a clump of drifting seaweed."

Mr. John Buchanan in an address never misses an opportunity of clinching an argument with a good Scots story. At B'n's he was dealing with the need for scrapping out all nonsense, as he put it, from the Unionist programme, and in this connexion told a border story which was greatly relished.

A party from Hawick arrived by charabanc at Dryburgh Abbey. They belonged to the Plymouth Brethren, and after signing the visitors' book, put as footnote: "Miserable sinners saved by the mercy of God."

The Trustees at a meeting sent for the old custodian and asked him who had been tampering with the book.

"Och, aye," said the custodian, "I can easily explain that. We had some folk in a charabanc. They called themselves Plymouth Brethren, and not content with writing their names they put down 'Miserable sinners saved by the mercy of God.' But I just scrippit it a' out and put in 'Hawick.'"

Mr. Buchanan also recalled a humorous incident at a meeting at Galashiels during the South African War. An Imperialist orator talking about South Africa said, "There is nothing the matter with South Africa. All that is wrong is that it needs a better class of settler and a better water supply."

From a small voice at the back of the hall came the crushing retort—"And that's what is the matter with Hell!"

It is a mistake to suppose that schoolboys have a monopoly in the making of "howlers." Sometimes the unconscious humour expressed in jurymen's verdicts is equally grotesque and amusing, as in the instance of the foreman who announced that "death was due to the medical evidence."

In a case of suicide another foreman intimated to the Court that "the jury are of one mind—temporarily insane."

Some time ago a passenger was killed in a railway accident in the Midlands, and evidence was adduced to the effect that the disaster had been caused by a broken axle on one of the carriages. The jury in this case added to their verdict a rider that "before being used all axles should be tested to breaking point."

Once an English jury were in doubt as to whether a man's death was due to lightning or homicide, but the difficulty was surmounted by the verdict, "Death from visitation of God, under suspicious circumstances."

Man, at Bow: When I suggested to him that he was driving his motor-car recklessly, he said, "I know how to drive; I have had an accident or two."

Registrar, at Bow County Court: You cannot see to speak the truth in this light.

Willowden woman, after receiving advice from the magistrate: Thank you, sir, that's comforting.

North London man: I would not swear that they were the men. Magistrate: But would you bet on it? Man, emphatically: I would.

Nottinghamshire man to a woman: Did you fling down your fur, roll up your sleeves, and say, "I will fight you, and any six other men?" Woman: I did.

The landlady bustled up to her new lodger as he came down to breakfast the first morning.

"Good morning, sir," she wheezed.

"Good morning," said the lodger.

"I hope you've had a good night's rest," said the landlady.

"No," said the mid-mannered man. "Your cat kept me awake."

"Oh," said the landlady, tossing her head, "I suppose you're going to ask me to have the poor thing killed?"

"No, not exactly," said the gentle lodger. "But would you mind very much having it tuned?"

FRENCH VAGRANT.

FOUND WANDERING AT KOWLOON CITY.

Marcus Lebon, a young Frenchman, appeared before Major C. Willson, at the Central Police Court this morning, on a charge of vagrancy.

Sub-Inspector Elston said the man first came to this colony as a stowaway and was subsequently committed to the House of Detention. A short time ago, he was taken out by a French woman and given employment but was found unmanageable and discharged. The police found him wandering in Kowloon City, a vagrant. The application before the Court was for committing the man again to the House of Detention.

Lebon asked how long it was the intention of the police to keep him there, and his Worship said he would be detained until employment could be found for him. He would also be given the usual facilities by being allowed to go out at certain hours every day.

Lebon then asked to be returned to Saigon if it was found that there was no work for him to do here.

Sub-Inspector Elston said that owing to the lack of proper passports, it had been difficult to fall in with this arrangement. However, the officer promised to communicate with the local French Consul on the subject.

FORMER HONGKONG RESIDENT.

LIEUT.-COL. M. H. LOGAN GETS THE O.B.E.

From Shanghai newspapers we notice that a former Hongkong resident, in the person of Lieut.-Col. M. H. Logan, figured in the King's Birthday Honours List, being awarded the O.B.E. This is for the work which he did in connexion with the erection of hutments for the Shanghai Defence Force.

Col. Logan, who is head of Messrs. Palmer and Turner in Shanghai, has had a vast amount of experience in various parts of the world. He served in the South African War, and then came to China as an engineer on the British section of the Kowloon-Canton Railway. After the completion of that railway, he joined Messrs. Palmer and Turner, and under his auspices some of the most important and largest buildings in Shanghai have been erected. He served during the Great War, winning the Military Cross, and leaving the army with the rank of Lieut.-Colonel.

PRIZES AT WHIST DRIVES.

HIGH COURT RULING ON THE LAW.

A King's Bench Divisional Court, composed of the Lord Chief Justice and Justice Avory and Shearman, recently decided that the use of a room for progressive whist and whist knockout competitions for prizes was illegal under the Betting Act of 1868.

Their decision was given on the appeal of the Bordon, Hampshire, Police Superintendent against the refusal of the coal justices to convict Ivor Ewens, the proprietor of the Alexander Hall, Bordon, for an offence under the Act.

Lord Hewart pointed out that the player betted because he staked the shilling which he paid to enter against the money prize. Mr. Justice Shearman—These whist drives are held all over the country in hundreds of well-conducted places, and provide innocent amusement to thousands of people. However, if the law is that such games for prizes are betting, we cannot help it.

CANTON AND THE JAPANESE.

BOYCOTT MOVEMENT NOT VERY MARKED.

SITUATION IN HAND.

Canton, June 8. The anti-Japanese movement has really been felt very little here either by the Japanese community or by the Japanese firms.

Soon after the Tsinan-fu trouble, the Japanese officers of the Customs Service were recalled to Canton from Wuchow and Kowloon and two Japanese destroyers arrived in Canton in addition to the river gunboat "Uji" which has been stationed here for over a year. Otherwise, there have been few changes; Japanese residing in Honam and the city go about unmolested, and so far, there has not been a single case of assault on person or property to record.

There are anti-Japanese meetings in the city almost every day and one comes across a good many street orators exhorting the people to boycott completely all things of Japanese origin. It must be said, however, that the local Government is doing all in its power to keep the situation well in hand and has issued manifestos forbidding any harm to Japanese subjects or their property.

The manager of an important Japanese firm here states that the Japanese community places entire confidence in the ability of the local Government to cope with the situation, whilst the Japanese Consul-General, Mr. Morita, says that there is absolutely no danger for Japanese subjects in Canton at the moment.

From the commercial point of view, the boycott has also been very little felt. Japanese ships continue to come up to Canton with full loads; Japanese coal especially is an absolute necessity in Canton, and the Chinese cannot possibly afford to boycott it as it cannot be replaced by any other qualities. As an example, the Kwangtung Electric Supply Co., Ltd., which lights Canton, Honam and Shamen, cannot use any but Japanese coal.

The only people who appear to be feeling the boycott so far are the Chinese retail shops with stocks of Japanese goods and certain small Japanese importers in Hongkong of sundry goods and foodstuffs. Talking over the situation with a number of Chinese of different classes—officials, merchants, clerks, students and coolies—one finds that certain elements chiefly composed of coolies and students are most violently anti-Japanese and will not purchase anything of Japanese origin. With regard to the coolies, they can well afford to boycott anything, as they never have any purchases to make and in the case of students it only amounts to giving up, with a great deal of talk and noise, a few Japanese delicacies.—Our Own Correspondent.

MARINE COOKS STRIKE.

AUSTRALIAN SHIPPING AFFECTED.

Melbourne, June 8. As the result of a prolonged strike of marine cooks, practically all inter-State shipping, excepting the service to Tasmania, is at a standstill.—Reuter.

Mr. Frank Hook, a comedian well known at seaside resorts, has been knocked down and killed by a motor cycle at Hounslow.

PATENT REGISTRATION

HONGKONG LAW TO BE AMENDED.

The Gazette contains the draft of an Ordinance to amend the Registration of United Kingdom Patents Ordinance, 1925, and to make certain provisions with regard to letters patent granted under the Patents Ordinance, 1892.

It is explained that the Registration of the United Kingdom Patents Ordinance, Ordinance No. 13 of 1925, was introduced on the instructions of the Secretary of State in order to carry out the recommendations of the British Empire Patent Conference, 1922, and of the Imperial Economic Conference, 1923. It provided *inter alia* that applications for registration in Hongkong must be made within three years from the date of the issue of the patent in the United Kingdom.

One effect of this is to make it impossible to register here patents which were issued in the United Kingdom more than three years before the commencement of the new Ordinance. The present amending Ordinance proposes to relieve this hardship by providing that the time limit for making applications in Hongkong shall, in the case of patents granted in the United Kingdom before the 31st January, 1926, run from the 31st December, 1925, i.e., the day before the commencement of Ordinance No. 13 of 1925, instead of from the date of the issue of the patent in the United Kingdom.

The present amending Ordinance also extends the time limit generally to five years instead of three years.

In spite of the provisions of section 12 of the Interpretation Ordinance, 1911, Ordinance No. 31 of 1911, some doubts have been expressed as to the continuance of rights acquired under the Patents Ordinance, 1892, Ordinance No. 2 of 1892, which was repealed by Ordinance No. 13 of 1925. In particular some doubts have been expressed as to whether the right to register assignments, conferred by section 8 of Ordinance No. 2 of 1892, still subsists. In order to allay these doubts section 3 of the present amending Ordinance has been inserted.

The Empress of Russia left Vancouver for Hongkong on the 7th June, and is due here on the 25th June.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express.

- Answers, for those who need them, will be found on Page 16 of this issue.
- 1 When did the late M. Jacques Schneider first give his trophy for an international aeroplane contest?
 - 2 What was Peter's Pence?
 - 3 Who is the patron saint of children?
 - 4 Name the ancient and present capitals of Ceylon.
 - 5 What is the smallest amount of income tax ever collected?
 - 6 What is globe land?
 - 7 Give the origin of the quotation, "Tell truth and shame the devil?"
 - 8 What were the values of the following: old English coins: Mark, angel, noble, tetter, groat?
 - 9 What are amber, amethyst, and ambergris?
 - 10 What is the origin of the word "Bridewell?"
 - 11 What are the Doldrums?
 - 12 What was the first book printed in English?

CATHOLIC FATHER'S ORDEAL.

THE FACTS ABOUT FATHER LALOR'S CAPTIVITY.

TERRIBLE TREATMENT

The N. C. Daily News publishes the following letter from the Procure des Missions Belge, Shanghai, clearly showing that prior accounts of Father Lalor's good treatment at the hands of his captors were altogether unfounded:

If you like to print some first-hand information about the capture of Rev. Father John Lalor, a Roman Catholic Priest of the Irish mission of Hanyang Hupeh, here are details as given by Right Rev. Mgr. Galvin, the R. C. Bishop of Hanyang. Mgr. Galvin writes to us as follows:

"Father Lalor, the priest of ours who was captured by the bandits was released and has just arrived here in Hanyang. He had a terrible time. For the first four days, the bandits gave him absolutely nothing whatever to eat. After these four days he was so weak that he could scarcely stand. When he was in that weak condition, they demanded that he write a letter to me (Bishop Galvin) asking for a ransom of \$20,000. He refused and for over an hour, they held a revolver to his body threatening to shoot if he didn't write, but John still refused."

Starvation and Filth.

"After four days they moved him to another house, where he was kept in a filthy room for over a week. During that week, he got only three small pieces of Chinese bread a day. You can imagine how weak the poor father was. When he was in the weak condition, they again threatened him with a revolver and demanded that he write for the ransom. He refused. And then, they held him down on a bed and forced a lump of opium down his throat. After a little while he became semi-unconscious and the bandits thought he was dying, so they took him out and laid him on the ground, where he was surrounded by an immense crowd."

Fearful Burial Alive.

"From there they removed him to a field about 400 yards away, and laid him on a pile of wet straw. He laid there all that day under the sun, in a semi-unconscious state. He was so weak that he could make no attempt to escape and he says that during all that day a terrible fear possessed him, that if he became unconscious, they would bury him alive, so he struggled desperately to keep awake. In the evening some good soul brought him a bowl of hot tea, and afterwards came and brought him to his home where he gave him something to eat, and a bed of straw for the night. Next day this same good man sent him to a Catholic family and from there he was taken to one of our Missions. That's the story as told by himself."

NEW AERIAL RECORD.

"SOUTHERN CROSS" REACHES AUSTRALIA.

Brisbane, June 8. The "Southern Cross" has arrived here, thus completing the first flight from California to Australia.—Reuter.

Colonel-Commandant H. Bidolph, D.S.O., has been appointed Director of Works and Buildings, Air Ministry, as from July 7.



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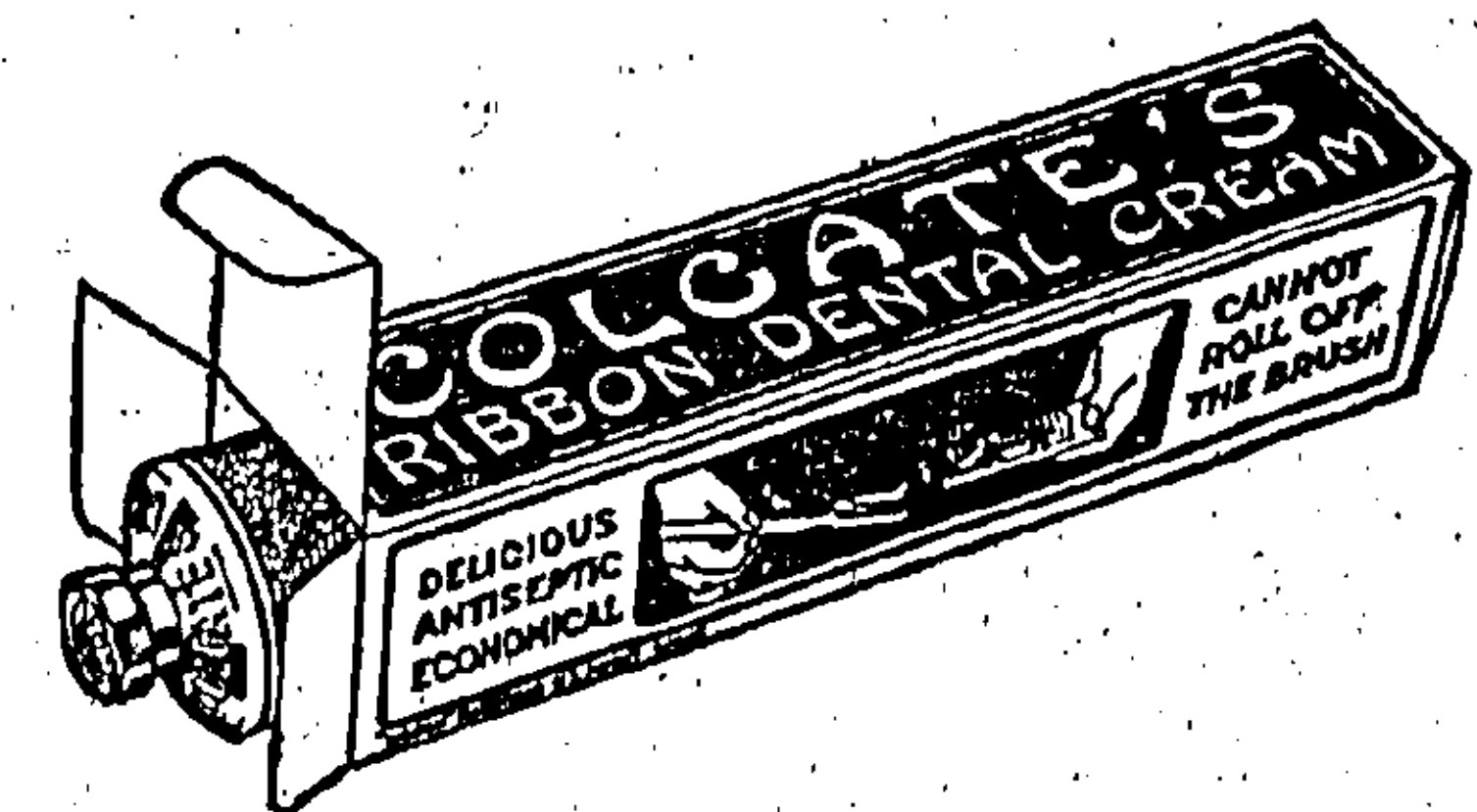
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PHOTOGRAPHED AT WEDNESDAY'S WEDDING RECEPTION.



Group taken at the reception given at the residence of Sir Robert and Lady Ho Tung on the occasion of the wedding of Mr. Robert Ho Tung and Miss Hesta Rosalind Hung. (Photo: Ming Yuen).

WATCH THIS SPACE

For the benefit of those who use "Nestle's Pure Thick Cream" a series of recipes prepared by a famous chef, will be published. These will prove of immense value to all interested in culinary matters.



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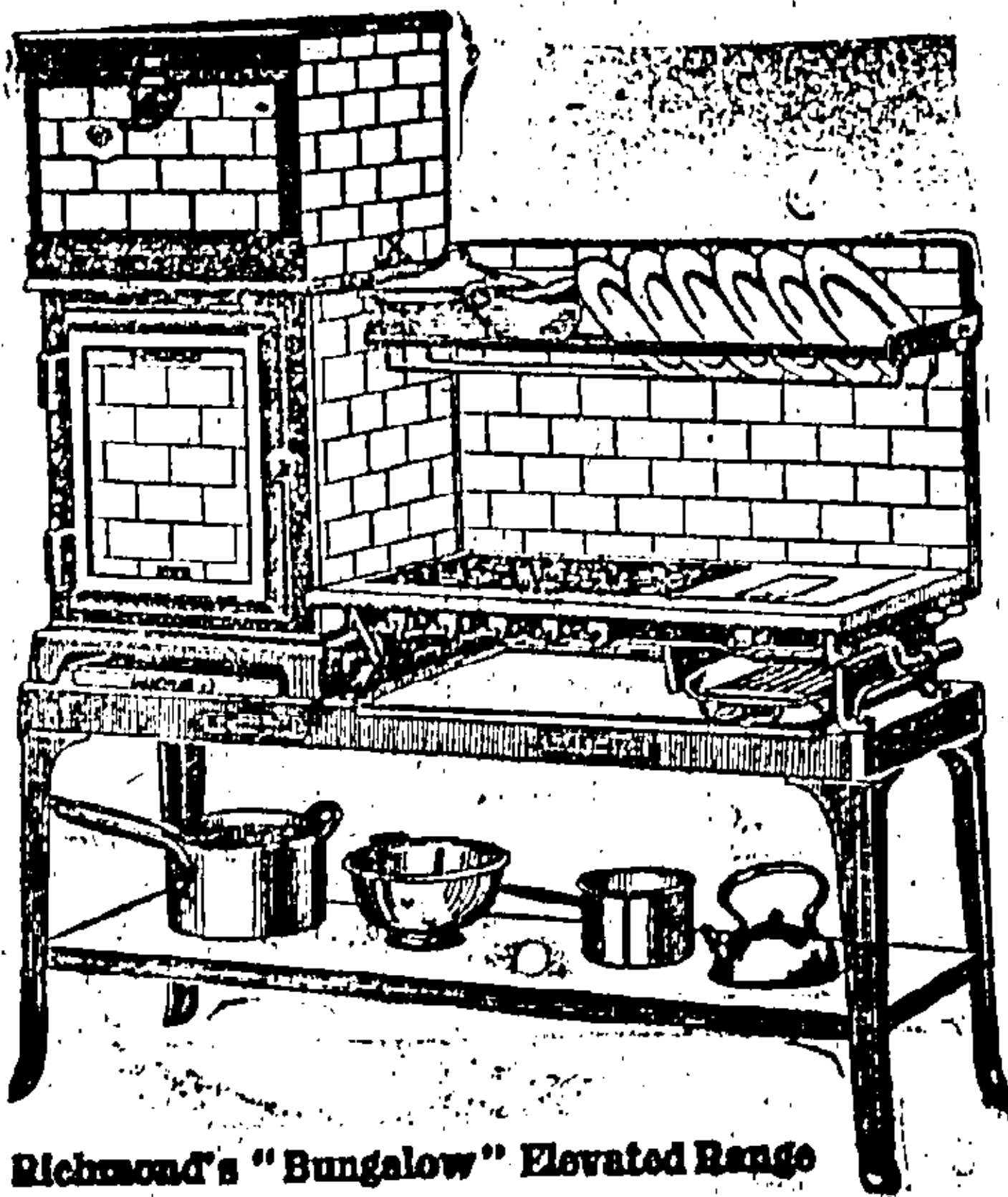
CREAM SANDWICH

INGREDIENTS—3 eggs, 4 oz. castor sugar, 4 oz. flour, 1 1/2 oz. butter, 1 small teaspoonful baking powder, 6 oz. tin Nestle's Pure Thick Cream.

METHOD—Beat the eggs and sugar together for 10 minutes, melt the butter, but do not make it hot, then stir in the flour and baking powder and butter. Grease a dripping-pan and bake in a moderate oven for 15 or 20 minutes. When cold, split open, spread the cream whipped (see recipe, page 3), on one half, place the other half on the top, sprinkle castor sugar over and cut into squares or fingers.

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SAVIDGE ENQUIRY EXCUSES.

(Continued from Page 1.)

cently there have been an "unusual number of voluntary statements by murderers."—*Reuter*.

The gravity of the charges against Inspector Collins were outlined in the House of Commons to a crowded and excited Assembly on May 17.

The matter was introduced by Mr. Johnston (Lab.), the publisher of "Forward" who was afterwards thanked for the restraint with which he had placed the matter before the House.

"We have raised this discussion," Mr. Johnston began, "not because we have the slightest concern with what is known as the Money case or the Hyde Park case. Our concern here to-night is that we should take whatever steps can be taken by this House to preserve whatever civil liberties we still possess, and it is our duty to offer a determined opposition to anything in the nature of a Turkish system, Star Chamber methods, or what is known in the United States as the 'third degree.'" (Opposition and Ministerial cheers.)

No Time Spared.

Mr. Johnston proceeded to recall the recent incidents in connection with the trial and acquittal of Sir Leo Money and Miss Savidge. An Inspector and a woman police officer called on Miss Savidge at her office of business on Tuesday, and asked her to go to Scotland Yard with reference to the Sir Leo Money case.

Miss Savidge replied she thought that case had been finished. (Hear, hear.) The Inspector retorted that it was important that certain matters should still be cleared up, and that it was desired that she should accompany them at once to Scotland Yard. Miss Savidge said she wanted to go home to change into another coat.

The police chaplain declared that to be totally unnecessary, and said Miss Savidge must go at once. She was taken in a motor-car to New Scotland Yard.

Tired of Cross-examination.

The car paused within a quarter of a mile of her residence, but no attempt whatever was made to enable her to acquaint her mother where she was going. When she arrived at New Scotland Yard she was taken to a room where Inspector Clarke, Inspector Collins, and Miss Wilde were. Miss Wilde, the police chaplain, was dismissed from the room by Inspector Clarke.

Inspector Clarke took down the questions and answers, while Inspector Collins conducted the interrogation. Inspector Collins began by informing Miss Savidge that the Sir Leo Money case was not nearly finished, that the police officers who had been implicated in the case at Hyde Park were men of good character, that their wives had to be considered, and he added: "Don't tell lies to us. You have never been sworn before God. We know everything, and if you tell lies both you and Sir Leo Money will suffer."

In a Cinema.

A suggestion was made to her, continued Mr. Johnston, that she was not officially engaged to be married. She gave the name and address of her fiancé. Questions were asked about how and when she met Sir Leo Money.

Other questions were about her and her girl friend and Sir Leo Money went to a cinema and how they sat in the cinema, and whether any presents had ever been given to Miss Savidge.

She admitted she once had a present of a pair of suede gloves from Sir Leo Money at Christmas time. Questions were asked about her wardrobe and her income.

"She denied any misconduct," said Mr. Johnston, who here quoted from a statement which he said was a sworn deposition, "denied kissing or cooing in the cinema, or that Sir Leo Money sat with his arms around her in the cinema."

Tired.

The questions proceeded some time, and Miss Savidge, in a statement she made yesterday, said: "I got very tired of the cross-examination, and let the statements go at what the officer had written down."

She was asked if she had taken wine on the night of the Hyde Park incident, if she were not a little dazed. This she denied.

"They then asked her," Mr. Johnston proceeded, "and remember there was no chaplain there—to stand up and show the length of her dress."

This is the statement she has made. "I was then requested to give full particulars of the clothes I was wearing and what Sir Leo was wearing. They first requested me to stand up so they could see the length of my clothing. I gave them full particulars of the clothes I was wearing. They inquired whether I wore petticoats and what the colour was. They made a statement that it was a very short petticoat I was wearing."

"I will omit the next part," continued Mr. Johnston, "only saying that if from the result of this discussion the Home Secretary

should find it possible to give us the proper kind of inquiry we suggest that evidence will be available to them immediately."

"Making Inquiries."

Inspector Collins, he declared, said, "Now you are a really good girl and have not been immoral, but there are several things one can do without really sinning. Do not be afraid to tell us, as we are looking after you." (Socialist laughter.)

Then a demonstration—"the only word I can use," said Mr. Johnston—"took place. The officer sat down beside Miss Savidge and asked for a demonstration of what had happened in Hyde Park. (A Socialist Member: "A damned shame.") The officer said, "When we were young we had a good time ourselves," and put his arm round Miss Savidge to demonstrate how possibly Sir Leo Money might have been sitting.

"The officer said," said Mr. Johnston, quoting from the statement, "Now, perhaps, you cannot remember, but he might have put his hand on your knee," and at the same time he placed his hand on my knee."

Shame.

To another suggestion that her clothing might have been interfered with, she replied that she was quite certain nothing approaching such an act took place.

The officer also said: "As you and Sir Leo Money were sitting with your arms linked, is it not possible he took your hand and put it somewhere without you having noticed?" Mr. Johnston said there followed a "practical demonstration," the Inspector taking one of the girl's hands and showing what might have happened.

After five hours of this—(cries of "Shame!")—without any opportunity given to the girl to be attended by a legal adviser, without even the woman police chaplain being present, the girl was released from what he could only describe as a "third degree examination."

"Every member of this House," continued Mr. Johnston, "who has any respect for civil liberty—(cheers)—who has any respect for our ordinary judicial system must unite with us to-night in making such a demonstration of protest against these methods that these methods will never again be attempted in this country." (Loud cheers.)

Home Secretary's Promise.

The Home Secretary rose, his expression at its gravest. The Socialists watched him almost hungrily, ready for instant hostilities, and so deep was the impression which Miss Savidge's depositions, through Mr. Johnston, had made, that the Government bench was anxious to a man. A false remark at that moment from Sir William Joynson-Hicks would have brought tumult.

But the Minister, by his immediate frankness and downright sincerity, brought the House from an attitude of critical challenge to one of complete support. Within a few minutes he had made it evident that the Home Secretary, above almost every member, was resolved that the truth should come out, and had pledged an inquiry by one of the King's Judges—an inquiry that should be "complete, open, full, exhaustive," sifting the last particular.

Distinct Conflict.

The time intervening between the first inquiries in the House and the act debate had been spent in close personal examinations, in close personal examinations, "for," said Sir William, in high, defiant tones, "I am as concerned about the liberty of the subject as any man in the Opposition." The Director of Public Prosecutions had been interviewed. Collins and Clarke, the two Scotland Yard examiners, had themselves, it appeared, had a taste of a species of "third degree." Interrogation from Sir William himself.

"And I came to the conclusion," he went on, "that undoubtedly there was a case for inquiry. Their statements, denied in the strongest terms what has been said. Here is a distinct conflict." The House cheered in a way not comforting to the side which is convicted of untruth.

Apprehension Relieved.

The Home Secretary made a little, hopeless gesture. "It is the gravest anxiety since I have held this office." But his spirit and determination mounted again as he spoke of all that depends on the known character of the Metropolitan Police and of the necessity for proving any charge against them to the uttermost. "The question is if there is any truth in what all are of a most damaging character to the police," he declared with intense fervor. "If they are in any way true it will be a disaster and a disgrace from which the Force will take some time to recover."

RAIN INTERFERES WITH CRICKET.

(Continued from Page 1.)

but the Players were apparently set for a formidable score when rain intervened.

The score was:

Gentlemen: 421 (7 wickets decd.)
Players: 250 (for three wickets).

D. R. Jardine scored 198 for the Gentlemen. After the players had made 250 runs, the match was abandoned.

YORKSHIRE BOWLING TROUNCED.

Hants. Gain Advantage at Southampton.

A great partnership between A. L. Hosie and Mead enabled Hampshire to obtain first innings points against Yorkshire, though the Northern county gave a sound display.

The Yorkshire bowling was severely trounced by the two Hampshire bats, Hosie making 155, while Mead also ran into three figures. The scores were:

Hants: 391 and 70 (for 3 wickets).
Yorkshire: 318.

Hosie's 155 and Mead's 118 were the only scores of special note during the game.

GLOUCESTER OUTPLAYED.

Freeman Takes Eleven Wickets.

In a low scoring game between Kent and Gloucester, the home county won with 114 runs to spare. Fine bowling by Freeman, who took eleven wickets in all, had much to do with the result. The scores were:

Kent: 223 and 187.
Gloucester: 100 and 196.

In Kent's first innings, Sindford took 6 wickets for 69 runs. Gloucester collapsed, Freeman taking 5 wickets for 28 runs. In their second innings, Freeman took 6 wickets for 62 runs.

DOES NOT COUNT.

Notts Fail to Get a Turn at Bat.

Although Essex completed an innings, scoring 221, at Southend, Notts were prevented from batting by incessant rain. The match was abandoned, and of course, does not count in the Championship.

WARWICK WIN AGAIN.

Parsons Makes a Century.

Warwick are giving a much improved display in the Championship this season, and they gained a capital victory over Sussex at Brighton.

The scores were:
Warwick: 235 and 269.
Sussex: 170 and 235.

Maurice Tate was in great form with the ball in Warwick's first innings, but Parsons defied the Sussex attack, and was not dis-

AN AMERICAN TO BE EXTRADITED.

CHARGE OF STEALING FROM HIS WIFE.

John Frank Wenzel, wholesale milk dealer, of Yonkers, New York, who was arrested on his arrival at Plymouth in January last, was committed for extradition by Mr. Graham Campbell at Bow-street on the charge of stealing six bonds, value \$1,000, belonging to his wife.

Mr. Walter Frampton, who defended, submitted that the story told by the wife in the depositions received from America was incredible. She alleged that she purchased the bonds, unknown to her husband, with money supplied by her mother, but in a later affidavit she declared that she had no means available. Wenzel had an income of \$3,000 a year, and it was inconceivable that he would steal \$1,000 from his wife. When he came to England he left her a house and furniture and a power of attorney to collect rents, &c., to the amount of \$560 a year.

Mr. Frampton said Wenzel intended to return to New York, but he did not wish to do so as a prisoner.

missed until he had contributed 109 runs. Tate took 7 wickets for 80 runs.

Sussex were 65 runs in arrears when Warwick went in again, but in spite of good work by Arthur Gilligan, who took 7 wickets for 68, Warwick made a score which almost ensured success. Sussex were dismissed still 98 runs in arrears.

LEICESTER'S LEAD.

Rain Interferes With Varsity Match.

The match between Leicester and Oxford University was left drawn, the county side holding a distinct advantage.

The scores were:
Leicester: 340 and 144 (for 2 wickets).
Oxford Univ: 256.

Snary took 5 wickets for 49 runs in Oxford's innings.

DERBY'S GOOD FIGHT.

M.C.C. Team is Too Strong However.

A strong M.C.C. side gained a seven wickets victory over Derbyshire though they were made to fight for success.

Derbyshire's first innings total was exceeded by two runs, each side having a centurion, but Derbyshire failed badly in their second effort. The scores were:
Derby: 353 and 125.
M.C.C.: 355 and 124 (for 3 wickets).

The Derbyshire first innings was featured by excellent batting by Worthington (101) and capital bowling by V. W. C. Jupp, who alone among the M.C.C. attack met with success. He took 7 wickets for 80 runs.

Hearn (Middlesex) contributed 110 to the M.C.C. total.—*Reuter*.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$1290 s.
Chartered Bank, \$211 b.
Mercantile A. & B., \$35 n.
P. and O., \$91 n.
East Asia, \$75 n.

Insurance.
Canton Ins., \$620 n.
Union Ins., \$337 n.
North China Ins., Tls. 140 b.
Yangtze Ins., \$50 n.
China Underwriters, \$235 b.
China Fire, \$230 b.
H. K. Fire Ins., \$740 s.

Shipping.
Douglases, \$37 s.
H. K. Steamboats, \$29 b.
H. K. Tugs, \$21 n.
Indo-China, (Def.) \$60 b.
Shanghai, \$63 n.
Union Waterboats, \$20 s.

Mining.
Benguets, \$11 n.
Kailash, 56/- s.
Lampkate, Tls. \$12.20 n.
Shai Exploration, Tls. 2.80 n.
Raub, \$4 n.
Trompsburg, 17/6 n.

Docks, etc.
Kowloon Wharves, \$1301 b.
Whampoa Docks, \$411 s.
China Providents, \$5.60 s.
Hongkew, Tls. 156 b.
New Engineerings, Tls. 5 n.
Shanghai Docks, Tls. 196 b.

Cottons.

Two Cottons, Tls. 8.60 b.
Orientals, Tls. 2.20 n.
Shai Cottons, Tls. 271 (old) n.

Lands, Hotels, etc.
H. and S. Hotels, \$9.35 s.
H. K. Lands, \$652 s.
Shai Lands Tls. 137 s.
Humphreys, \$141 s.

Public Utilities.
Realities, \$8.50 s.

Tramways.
Tramways, \$25.30 s.
Peak Trams, (old) \$121 b.
Star Ferries, \$64 s.
China Lights, (old) \$11.85 b.
H'kong Electric, \$72 b.
Macao Electric, \$261 b.
Telephones, \$6.10 n.

China Buses, Tls. 9 b.
Singapore Tractors, 10/6 b.

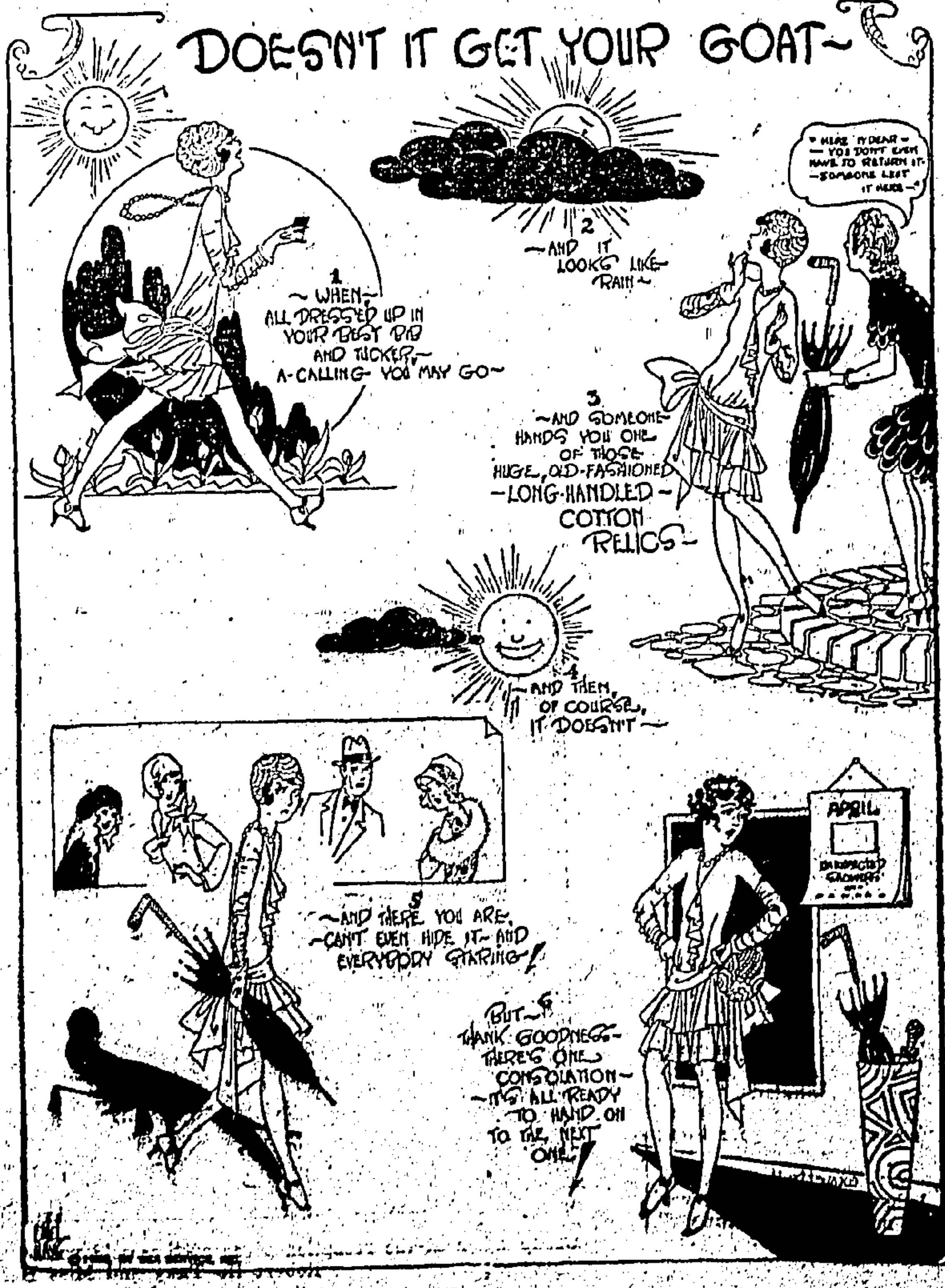
Industrials.
China Sugars, \$3.10 n.
Malabons, \$241 n.
Canton Iron, \$4 n.

Comests (Corn).
Ropes (Old) \$7 s.
United Asbestos \$10 n.

Stores &c.
Dairy Farms, \$211 b.
Watsons, \$14 n.
Dur A. Wing, 50 n.

Lane Crawford, \$3.75 n.
Mackintosh, \$20 n.
Sinceros, \$9.50 n.
Wm. Powells, \$3 n.

Miscellaneous.
Amusements, \$29 b.
Constructions, \$11 n.
B'que Ind. G. Bonds, 641 1/2 n.
H. K. G. Loan, 5%.

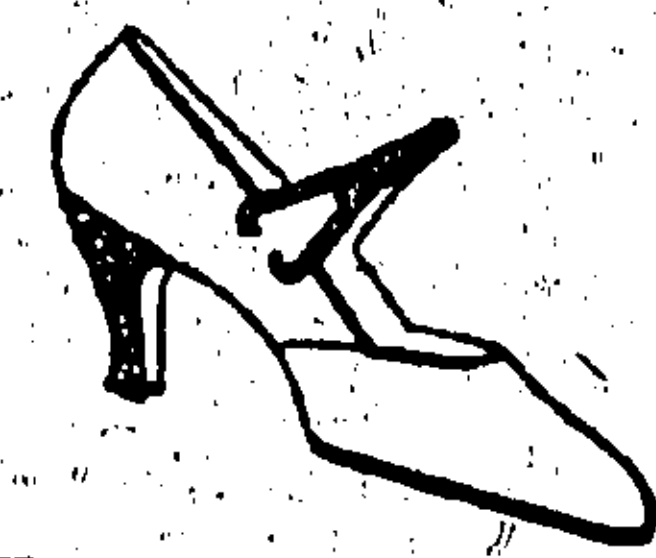


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WOMAN'S
WORLD

LANE, CRAWFORD'S



For SUMMER SHOES.



Left is a soft white taffeta frock with bouffant skirt, scalloped hem and rosettes of taffeta ribbon for its trimming. Demure is the shaded silk net frock in the centre with modest neck and girlish skirt fashioned of many tiny ruffles. A tiny crystal beading around the neck and hip-line is the only ornamentation needed by the white chiffon frock, with tucked bodice and a full skirt of uneven hemline.

PARIS HAPPY.

THE VOGUE FOR BLACK.

Paris is never happy long without its black. Black jewellery is making an effort to become supreme. Jet is seen alone or mingled with other crystal coral, amethyst or ivory, and in bead form is strung into bracelets and earrings. It is also carved.

Realistic flowers with depending leaves and sometimes with a bud added seem to be the favourite note in other shops. A black "pansy face" is carved from a whole block of some dull opaque stone, which has the appearance of a black moonstone, and is given a couple of leaves of jade and a centre of either topaz, ruby or diamond. These are used as brooches or as pendants slung on a slender chain. It may also be seen in amethyst.

The square linked necklace and bracelet are now seen studded with brilliants. Marenelle is often used in place of the usual brilliant or rose diamonds in the real jewellery—as distinct from the imitation varieties, of which there are so many.

To Polish Ebony.

Warm a little olive oil and sprinkle it on a soft flannel. Rub this on the ebony, and polish with a pad of linen. Finish with a pad of velvet.



A sports suit composed of stockinette and sports matting, in a light brown.

BRIDAL VEILS.

TULLE WITH A PALE PINK FLUSH.

The inclusion of a wedding scene with the bride and her attendants in full regalia, has become almost a ritual at the dress shows. Enterprising modern dress creators devise some of her most delightful flights of fancy for these bridal tableaux.

The displays tend to grow more numerous each season, and the variety of wedding fashions consequently becomes more diverse.

After-Easter brides who have been making a preliminary survey of the new modes are captivated by the choice of veils and their accompanying decorations.

Orange Blossom.

Tulle, ivory cream and faintly flushed with palest pink, is the wedding veil fabric of the year, and with the orange blossom, that knows no close season in wedding fashion, silver ribbons, pearl flowerets, and lattice-work of seed pearls are being mingled to make a bridal novelty.

The June, say, one tulle, the coronet, and the classic wreath all have their sponsors. There is a wedding crown for every type, each one being distinguished by a new femininity in the softness of the draperies and the tendency to form a tiny frill about the face, much after the style of the old English mob cap, only flatter.

The modern appreciation of line survives, however, in the moulding of the filmy tulle to the head, and the appreciation of delicate craftsmanship is shown in the intricacy of designs into which a present-day adaptation of old-fashioned seed pearl work has been put.

BATHING SUITS.

NEWEST ARE HIGH-NECKED.

The newest bathing suits for Miss 1928 have very high collars fitting closely round the throat, usually helping to keep the suit in position, since there are generally no sleeves.

A bathing suit of bright blue stockinette material was made with "shorts" instead of a skirt, and has the bodice part completed with one of these close-fitting collars in white material.

The great majority of the suits for the coming season are of blue and white combined, green and yellow being the next most popular colours.

Bathing berets replace the helmet headgear in many instances while rubber caps are more varied than ever. A close-fitting black cap had three yellow rubber roses on one side.

Hand-Embroidery.

Graduated dots, squares and other figures are worked by hand in silver or colour on many a new Spring coat or ensemble. Hand-embroidery is very good.

HOSE MONOGRAMS.

INITIAL ON ONE LEG.

Among the great crop of monograms on the fashionable clothes, the very newest way appears to be for a woman to have her initials on one stocking.

The wearer's monogram is embroidered inside an oval or diamond about three inches long, in a contrasting shade with the stocking, and its correct position is in front of the shinbone.

The new mushroom or "chateau" coloured stockings have dark brown monograms, and pale grey ones have black or purple initials worked on them.

Large chiffon handkerchiefs to match in colour a georgette, or tulle, or brocade evening frock have enormous embroidered monograms in one corner, worked in silk and metal thread.

Gloves with wide cuffs have a similar decoration, either on the back of one hand or on the strap at the wrist.



A frock for a tiny girl in white silk or linen, embroidered in washing silk.

FLORAL CARDIGANS.

NOVEL DESIGNS FOR SPORTS WEAR.

Some of the nicest of the cardigans are now being decorated with representations of the herbaceous flower borders which are to be found in colourful summer gardens. These are very attractive in appearance.

Most of these cardigans are of the sleeveless description, and are closely knitted in fine wool, the colours being chosen especially so that they shall appear in keeping with the natural background. For

IS BEAUTY VITAL TO SUCCESS?

SOME ACTRESSES' VIEWS.

Beauty is not a necessity. But beauty is certainly a great asset to a woman in everyday life, said Mr. Herbert Clayton, the theatrical manager recently to a representative of the *Daily Chronicle*. And although it may not be so in other professions, beauty is a very great help to a career on the stage.

There have been notable examples of famous and popular actresses who have not been beautiful, or even passably good-looking. But in almost all such cases the women have possessed the special qualities of attraction and personality as a splendid set-off for any lack of physical charms.

I would myself rate beauty, in the conventional sense of the word, below fascination and charm as a stage asset. But there can be no question, generally speaking, that audiences like something pleasant to look at on the stage.

And I am sure that neither we nor any other theatrical management can afford to flout the public wishes in this respect.

Miss Zena Dare.

Beauty and good looks must always count, but they are not, in my opinion, such deciding factors in success or failure as people generally are inclined to believe.

Unusual beauty in a woman often ranges against her all sorts of forces. Jealousy is a powerful enemy.

It is not enough for an actress to be simply beautiful. She must have brain and the power to compel attention, and to possess that indefinable thing known as "charm." In other careers than the stage organising ability is certainly more helpful than a pretty face.

Miss Irene Russell.

Appearing in "Clowns in Clover," I would rather have brains and a sense of humour than the loveliest face in the world handicapped with an empty head!

Beauty is not essential to a stage career. But charm is, and by charm I mean the captivating expression of personality.

To be successful, whether one is on the stage or elsewhere, one must love one's work. The idea of work must dominate. In a woman good looks, prettiness, beauty, loveliness, must all fade, while brains, talent, genius remain!

I would ask: Was Queen Elizabeth a beautiful woman? Her courtiers were afraid to pretend that she was not, but on the other hand, she may be pointed out as one of the most successful women who ever lived.

Miss J. A. Reynolds.

Director of Sharnson Clark and Co.

Beauty will not unlock the doors of business. Brains are the best key to success. It is what you are rather than what you look like that counts in the world of commerce.

Good looks, I suppose, must be of service to a girl on the stage, but in business I really do not think they matter in the least. I would almost go so far as to say that women in business may even be successful without worrying about the attractiveness or otherwise of their dress.

Miss Betty Schuster.

Playing in "The Spider." To an actress good looks are extremely desirable. In other careers beauty matters not. But even women in business should be pleasant to look upon. Men prefer it so!

Miss Gracie Fields.

"S. O. S." at the St. James's. Personality and an infinite capacity for taking pains will best help a woman to carve success out of the granite of life. Good looks come a long way down the scale of essentials.

This reason, shades of green or beige are most favoured. The flowers themselves are worked on in silk or wool, forming a gay border, which goes all the way round the bottom of the coat, a great variety of colour being thus introduced.

One such cardigan, made in a rather dull shade of green, has a deep opening at the neck and is worked with a very fascinating border of innumerable flowers, all of which are depicted in their correct colourings. The tallest of these are chosen for the two fronts, where they reach half way up to the armholes; and the size of the others is varied so that all are in proportion. Sunflowers, dahlias, hollyhocks, delphiniums, with pansies and little blue flowers, are all there.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, May 8.
Stephanie has drawn us two hats for small girls of anything from seven to twelve. The top one is of powder blue straw and there is an intriguing fold in the centre front which gives it an "air." The encircling ribbon and the true-lovers' knot in front are matching blue, as also is the ribbon underneath the brim. Altogether a very sweet little chapeau, delightful for wear with warm-weather frocks. The other one is equally pretty in its different way, being suitable for wear with a plain coat if desired, as well as with a frock. It is of biscuit-shade straw, trimmed with green corded ribbon (which could of course be any colour to match the general scheme) and a contrasting wreath. Quite a full-dress affair, this, and it must be carried out in good materials if it is to look right.

Vanity Street.

This week Madeleine has given us a chic sports suit, made of stockinette and a fabric called "sports matting," of which latter I am bound to admit I have never heard before. The model was in a light shade of brown, and had, as you will see, pointed collar, cuffs and pockets, the latter overlapping the suede belt. The bodice is slightly pouched to give freedom of movement, and, with the same object, the skirt has two pleats on either side. I am perfectly certain you will appreciate Stephanie's offering because it is so utterly sweet and simple. It is of white silk or linen, embroidered in washable silk, and—as a mother myself, to quote David Copperfield's landlady—I could desire nothing more useful than a dozen of these in all colours.

Is That So?

Our sketch this week is of the famous composer, Dame Ethel Smyth, who recently celebrated her seventieth birthday. Dame Ethel has, as everyone knows, a great musical record, and in addition to this, she was one of the original militant suffragettes (incidentally composing for the Women's Social and Political Union their battle song, "The March of the Women") which

caused me considerable surprise when she told the reporters who talked to her on her birthday that the Modern Girl "made-up" too much in public. Somehow I expected so enlightened a woman to do battle for the much maligned M.C. and to accept her upper epidermis as the superficial thing which it really is. However, I don't suppose the criticisms of Dame Ethel, or of any lady of seventy, however distinguished, annoy the M.C., for (whether due to the extra layer of powder I cannot say) she is certainly not "thin-skinned."

Mention of one musician reminds me of another—but quite a different type. I refer to Madame Clara Novello Davies, mother of Ivor Novello—but sufficiently dis-

so, sixty-five being a point at which one can talk to a woman about her age in relation to her appearance, and she told me that it was all due to the singing methods which act upon the physique so beneficially. On the other hand, one would naturally expect that the mother of Ivor of the classic features started life equipped with more than her share of good looks, so that it is not surprising she has more than her share at sixty-five.

The Street of Adventure.

Probably you have read elsewhere of Margery Lawrence's latest book, "Bohemian Glass" (Hurst and Blackett) and have already made up your mind to get it as soon as possible; in which case it is only necessary for me to confirm you in this resolution. When I was half, and even three-quarter way through the book, I went about with it clutched in my hands, dipped into it whilst waiting for buses; in short generally imperilled my life. Let me say here and now that there is no doubt whatever about the truth of the atmosphere and the excellence of the story-telling; it is with the plot that I am going to quarrel, for it goes all to pieces on a misunderstanding and if the "heroine" Jane—a most fascinating and human creature until towards the end—had not been the concentrated essence of a quixotic mule, we should have had a perfect tale of Chelsea life. The obvious answer to my objection is: "Why must a novel end happily to be good?" Not at all. I should have hated "The Constant Nymph" to have ended up on the "happy ever after" note; but in the case of Bohemian Jane, the awkward ending was so obviously her fault that I should have liked to pitch her about the room as I pitched the book when I turned over the last page and switched off the light. Nevertheless, quite one of the best books of its kind I have read. It went into its third edition like one o'clock, so I am told, and Miss Lawrence is very pleased with life and the reading public. She wrote another book called "Red Heels," which I didn't read, but which I shall now obtain without fail.

and while dispensing with "that chilly feeling," they are not heavy enough to crush one's delicate frock.

One striking scarf was fashioned from a forty-inch square of brilliant brocade—this was a remnant secured in the sales. To make extra width, and to increase the soft delicacy of the scarf, a wide border of chiffon is added—chiffon borders are newest for evening shawls and scarves.

Another beautiful square, seen with a plain cloth-of-gold frock, was striped Eastern silk bordered with platinum tissue.

Squares of any figured fabric—silk, artificial silk, even hand-blocked linen—may be utilised to make these useful scarves. The plain border serves both as a trimming and to ensure that enveloping width that is so luxurious. Another way of making such a square is to use barred and plain silk—the plain to be the centre and the barred fabric to make a convincing border.

In smaller sizes, these squares are used on new frocks to make "scarf" collars and frequently to tie across the hips as well.



Two little hats for maids. One in powder blue and the other in biscuit coloured straw trimmed and edged with green ribbon. A tiny wreath completes the latter.

BROCADED SQUARES.

FOR ALL OCCASIONS.

Scarves are looming important in the mode, for sports, for formal wear, and for evenings. The type differs slightly according to the time of day.

In the evenings, the scarf assumes almost the proportions of a shawl. The gorgeous squares of silk used drape so comfortably and gracefully round the figure.



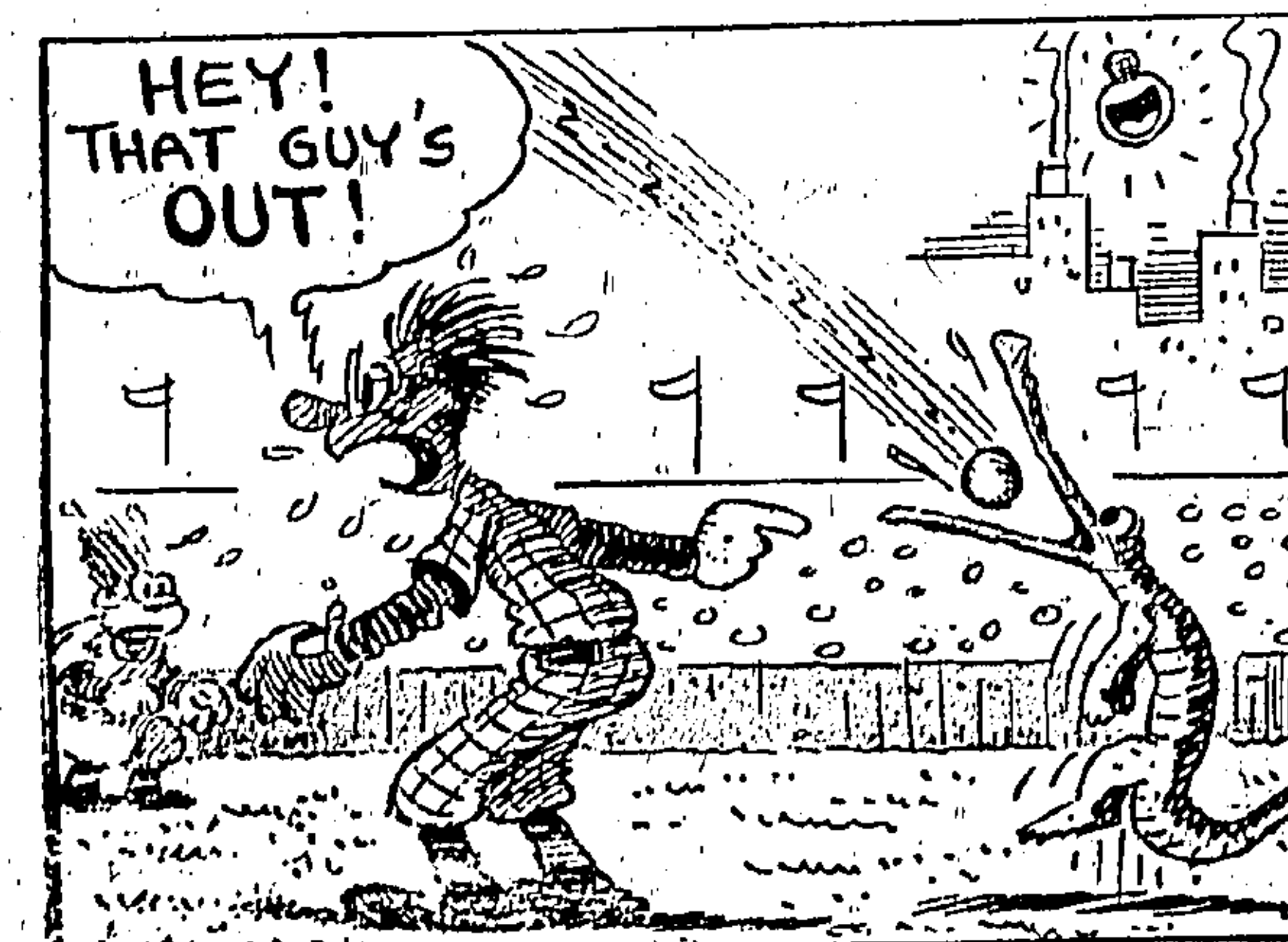
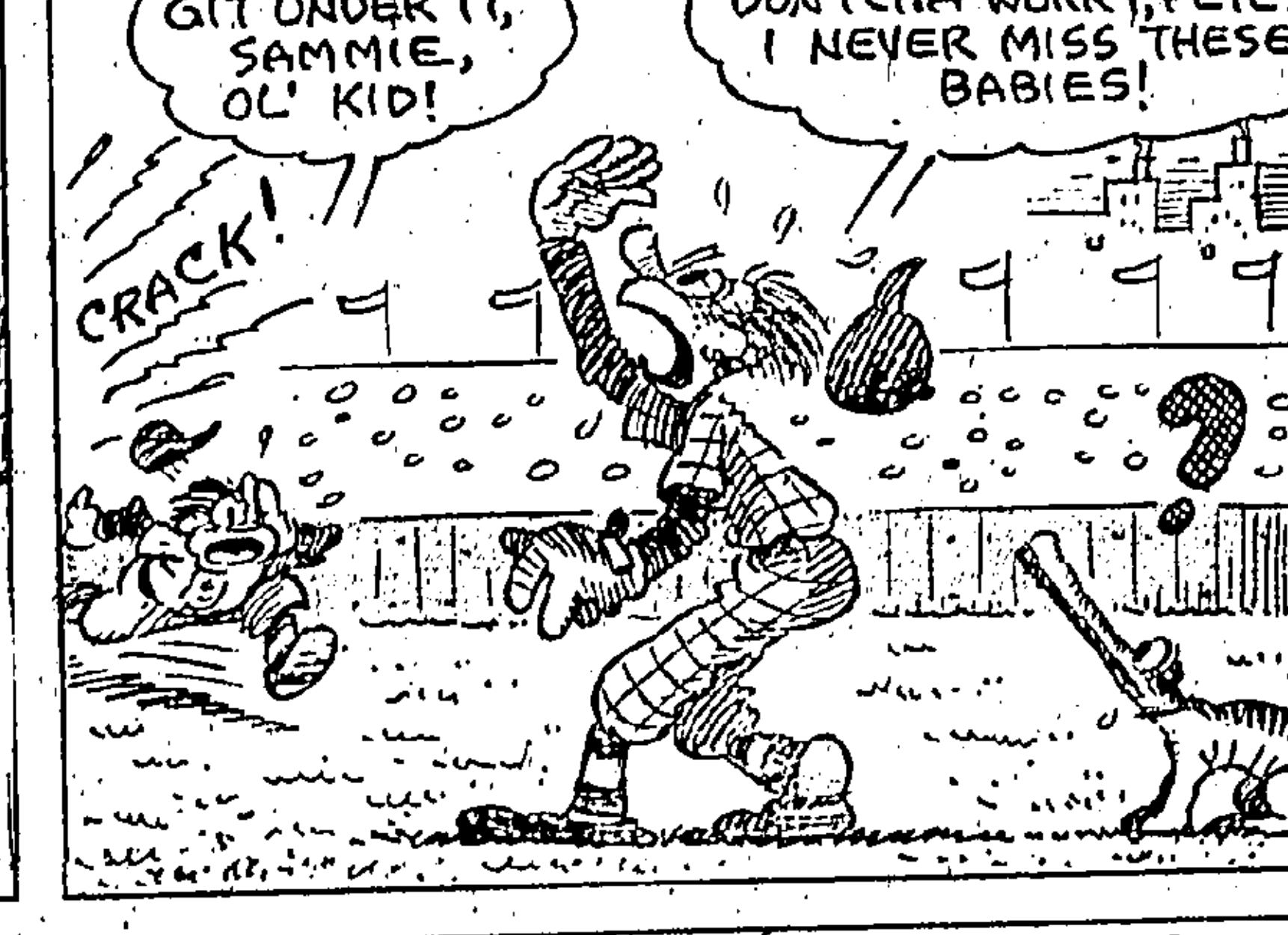
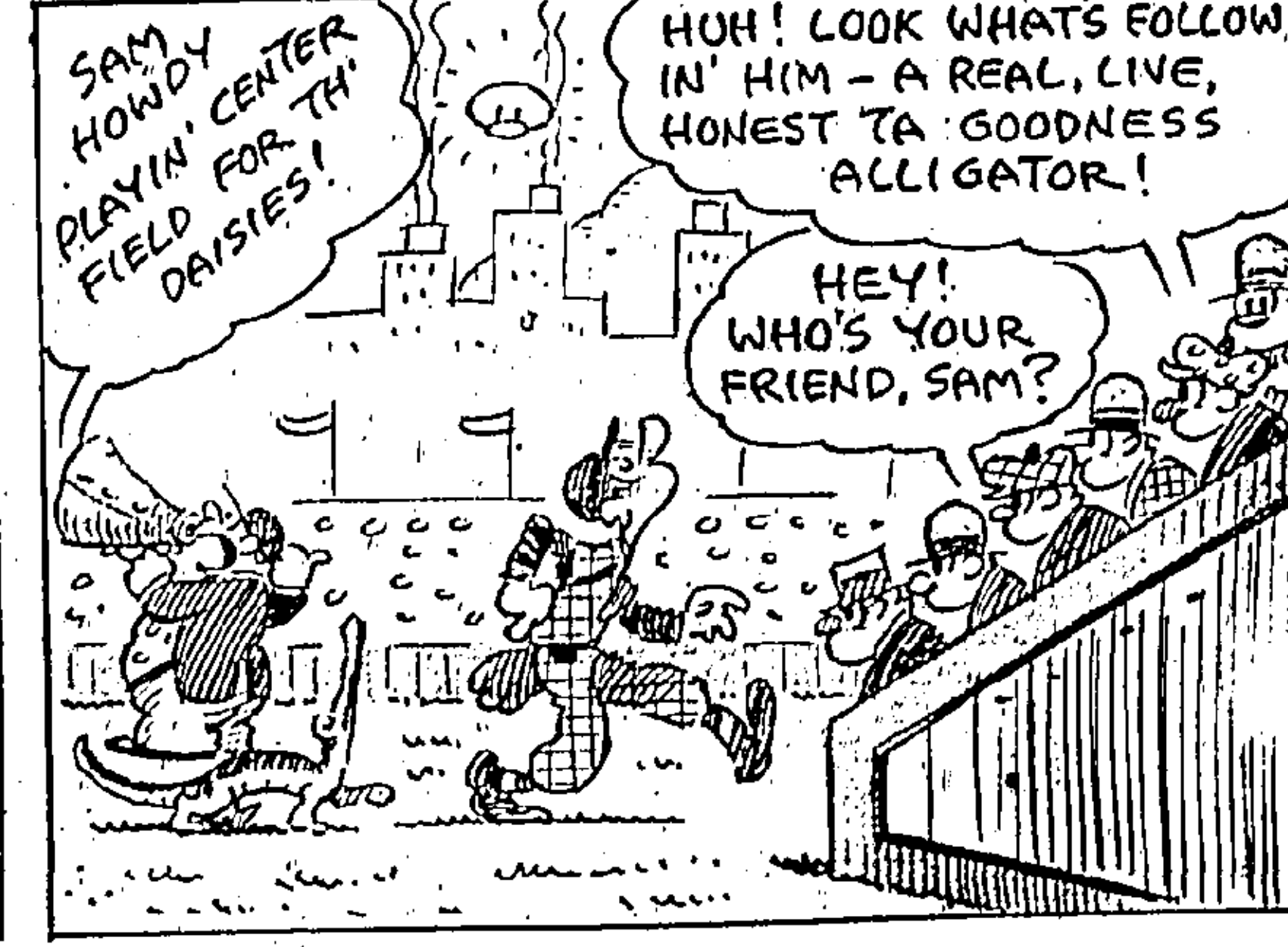
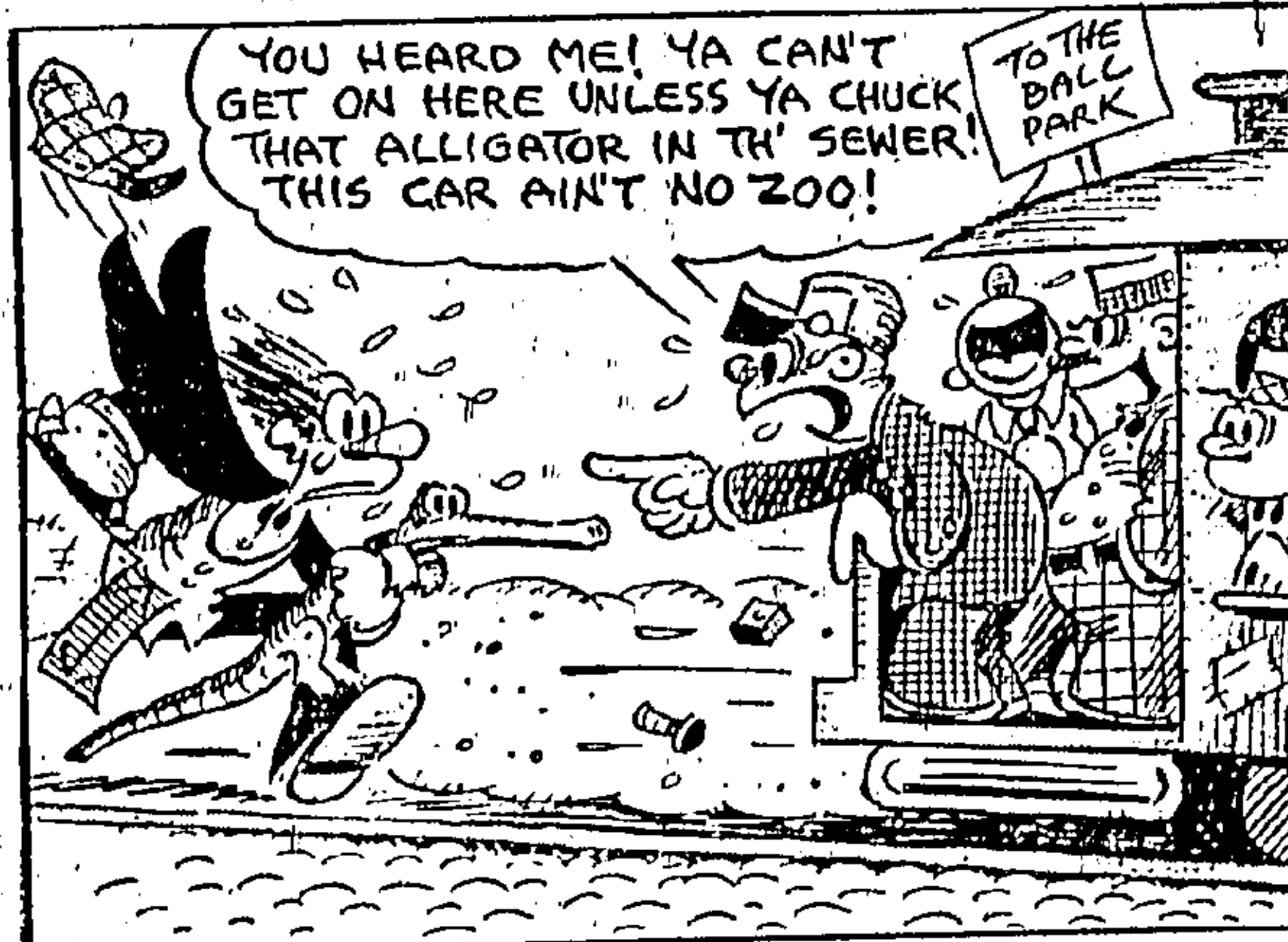
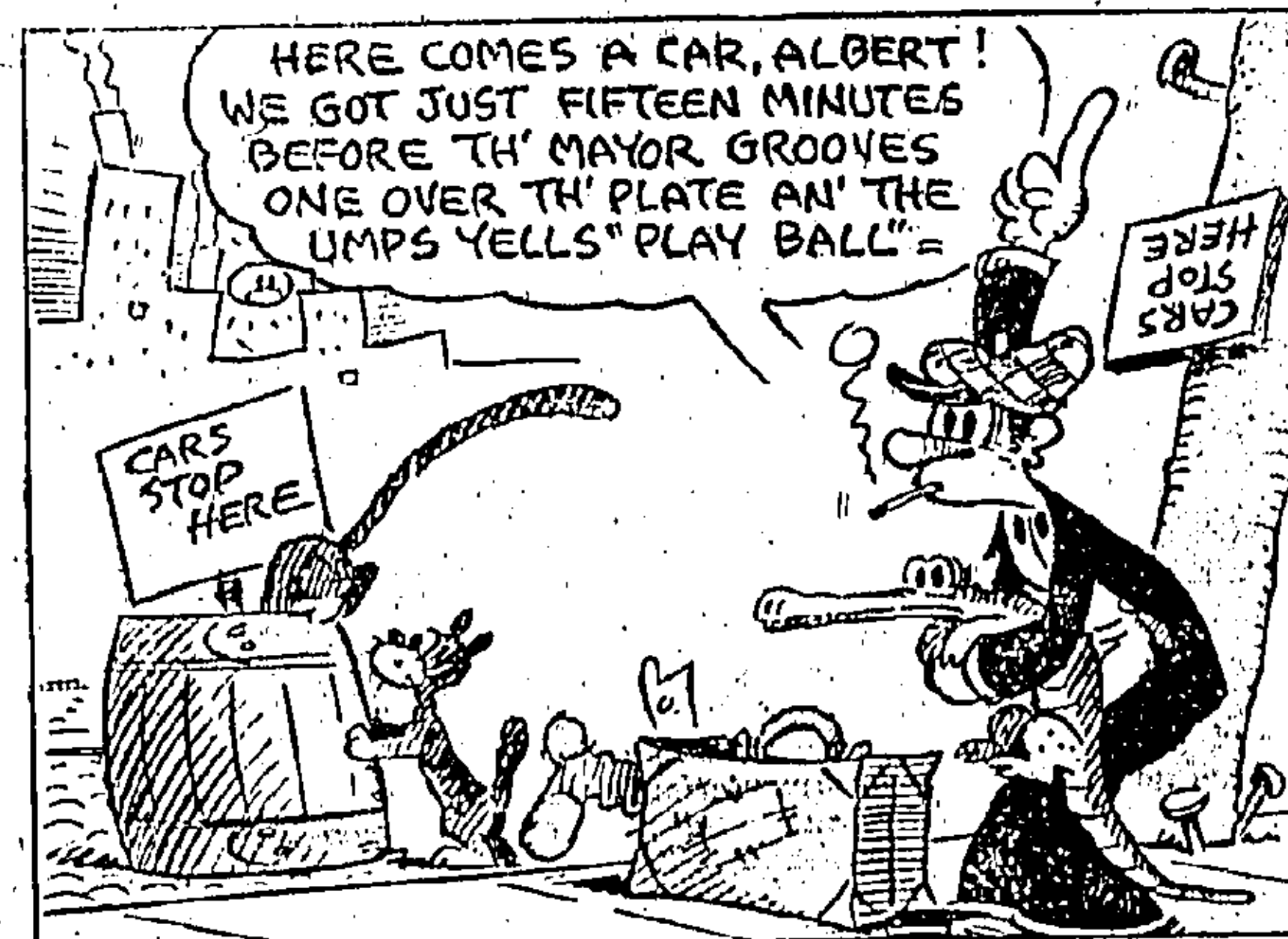
The Lady Hamilton type of gown, contrasted strongly with the frock of 1928 seen in a London Park.

J. DISRAELI (DIZZY) DUGAN



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TO OSAKA via AMOI, MOJI & KOBE	Kunhsang Suisang Yunhsang Fooksang	Mon. 11th June at 7 a.m. Sun. 17th June at 7 a.m. Sat. 23rd June at 7 a.m. Tues. 3rd July at 7 a.m.
TO CANTON	Foonshing	Mon. 11th June at 6 p.m.
TO STRAITS & CALCUTTA	Namesang	Satur. 23rd June at 3 p.m.
TO SINGAPORE	Mausang	Satur. 9th June at 10 a.m.
TO TIENTSIN via WEIHAIWEI	Chaoangshing	Tues. 12th June at noon.

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Steamship "PEMBROKESHIRE" (Via Oran)	13th July.
Steamship "GLENSHANE" (Via Oran)	10th Aug.
Motor Vessel "GLENOGLE" (Via Oran)	7th Sept.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

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Steamship "CARDIGANSHIRE"	9th July.
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Motor Vessel "GLENAMOY"	10th Aug.
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Agents.

Kiel, June 8. A mine exploded on a mine layer during the mine laying manoeuvres in the harbour and six marines were killed and four wounded.—*Reuter.*

Tokyo, June 8. The domestic portion of the Tokyo Electric Light Co's loan, amounting to 50,000,000 yen, was over-subscribed nearly twenty-three times.—*Reuter.*

PASSENGERS.

ARRIVED.

Per P. and O. s.s. Delta from Shanghai and Japan.—Mr. and Mrs. L. Malby, Mr. J. C. Peterson, Mrs. M. A. and Miss J. E. Ewerth, Mr. G. M. Polk, Mrs. H. G. and Miss G. Cooper, Miss H. G. and Mr. A. D. Trueman, Mr. M. H. Choe, Mr. P. Welsh, Miss D. Eason, Capt. and Mrs. F. H. Elderton, Father, Councillor, Capt. and Mrs. C. Ulbrich, Mrs. Howell, Mrs. N. J. Sherwin, Mrs. F. D. Tann, Mr. L. P. and Mr. L. T. Yuan, Mr. L. Girvat, Mr. and Mrs. J. E. Watkins, Dr. D. W. Ross, Mr. C. G. Mackie, Mr. and Mrs. Noway, Mr. Friberg, Mr. D. H. Yang, Mr. A. Jensen.

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PASSENGER TRAFFIC.

MAY FIGURES SHOW EXCESS OF DEPARTURES.

The return of passenger traffic entering and leaving the port of Hongkong during the month of May has now been published by the Harbour Office and shows an excess of departures over arrivals, by some 1,500. The excess was carried in ocean going vessels exclusively, as with river steamers registering more than 5,000 excess arrivals, and junks and launches a preponderance of approximately 2,000 more inwards than outwards, there was left nearly 9,000 to be accounted for by the larger ships.

The actual figures in the return are as follows:

	Arrivals	Departures
Ocean Steamers	54,538	63,225
River Steamers	94,660	89,846
Junks & Launches	7,068	5,660
	157,072	158,730

PETROL PRESERVES.

GOVERNMENT AUTHORIZING BIG COMPANY.

New York, June 8. A message from Bogota, Columbia, states that the Lower Chamber has passed the first reading of a Bill authorizing the raising of \$200,000,000 capital by the Columbia National Petroleum Company.—*Reuter's American Service.*

SHANGHAI STRIKERS.

35,000 ARE NOW OUT OF EMPLOYMENT.

Shanghai, June 8. With the walkout of the Chapel filature workers there are now 35,000 hands striking.—*Reuter.*

ATTEMPT ON JAPANESE PREMIER.

DIET MEMBER INJURED.

Shanghai, June 8.

It is learned that Mr. Matsumura, a member of the Diet, who was walking beside the Premier, was stabbed in the leg when the would-be assassin attempted to murder Baron Tanaka this morning.

As a result of investigations held the Home Office officials declare that there is no political significance attached to the assault on the Premier. It is expected that the assailant will be charged as a common criminal with attempted murder.—*Reuter.*

Premier Unharmed.

Tokyo, June 8. Investigations show that the Premier's would-be assassin is a dealer in second hand goods and interested in politics. The attempt to murder Baron Tanaka was apparently due to indignation at the Premier's alleged action in appealing to the Emperor in connection with the Cabinet re-organization last month.

Two suspected accomplices are undergoing an examination, the third having escaped. Despite the incident the Premier proceeded to Utsunomiya on scheduled time and spoke before the local party convention, outlining the Government's policies.

Talks on China.

He admitted that it was impossible to foretell the developments in the China situation. He emphasized that it matters little to Japan whether the North or the South are victorious.

Referring to communistic activities he expressed great concern at the entry of radicalism into Japan and asserted that the Government would deal severely with the extremists.

Former Attempt.

It may be recalled that this is the second attempt on Baron Tanaka's life, the first being in 1922 when a Korean tried to assassinate him in Shanghai when he was returning from a visit to the Philippines.—*Reuter.*

THE POLAR AIRSHIP.

MORE MESSAGES HEARD.

New York, June 8. Messages allegedly from the "Italia" continue to be heard in America. The latest is reported to have been received by an amateur wireless operator at Altoona and reads: "S. O. S. Noble, no shelter except the remains of the 'Italia' which is crushed against a mountain. Position 84 degrees 15 minutes, ten seconds North, 15 degrees, 20 minutes, forty seconds East. Temperature freezing. Rush food. All alive but several injured. Heard no calls. Be on air again at six o'clock G. M. T. 'S. O. S. Noble.'—*Reuter's American Service.*

No Replies.

King's Bay, June 8. Despite incessant calls no reply has been picked up from the "Italia" and it is feared therefore that the signals picked up by the Citta di Milano did not emanate from the airship.—*Reuter.*

CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship "SPHINX"

Bringing Cargo from MARSEILLES,

All consignees are hereby informed that

their goods with the exception of

Opium, Almonds, and Valerians are

being landed and stored into the

Godowns of the Hongkong & Kowloon

Wharf and Godown Co., Ltd., Kowloon

whence delivery may be obtained

immediately after landing.

All claims must be sent to me

on or before Thursday, the 14th

June, 1928, or they will not be

recognized.

Damaged packages will be examined

by the Company's Surveyors Messrs.

Godard & Anglade, in the presence

of the Consignee at 10.00 a.m. on

Monday, the 11th June, 1928.

No Fire Insurance will be effected

by us in any case whatever.

L. LESDOS,

Agent.

Hongkong, 5th June, 1928.

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obtained.

No claims will be admitted after

the Goods have left the Godowns, and

all Goods remaining undelivered after

the 11th inst. will be subject to suit

presented to the Underinsured on or

before the 25th inst. or they will not

be recognized.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

9th inst. at 10 a.m., by Messrs. God-

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Agents.

Hongkong, 4th June 1928.

OPIUM CONVENTION.

LEAGUE COUNCIL ADOPTS COMMITTEE'S REPORT.

Geneva, June 8.

The Council of the League have

adopted the advisory committee's

report regarding the traffic in

dangerous drugs in the course

whereof it is announced that the

Netherlands and Canada have

ratified the Geneva Opium Con-

vention of 1925, thus completing

the Hague Convention of 1912. The

required number of ratifications

thereby obtained will enable the

Convention to be enforced im-

mediately.—*Reuter.*

SEEKS A DIVORCE.

WIFE OF EX-PRINCE CAROL WANTS FREEDOM.

Bucharest, June 8.

Princess Helen, with the approval

of the Regency Council has

petitioned the court of appeal for

a divorce from her husband, ex-

Prince Carol, on the ground of the

"grave injury" caused her by

Carol's life abroad, which is in-

compatible with the dignity of

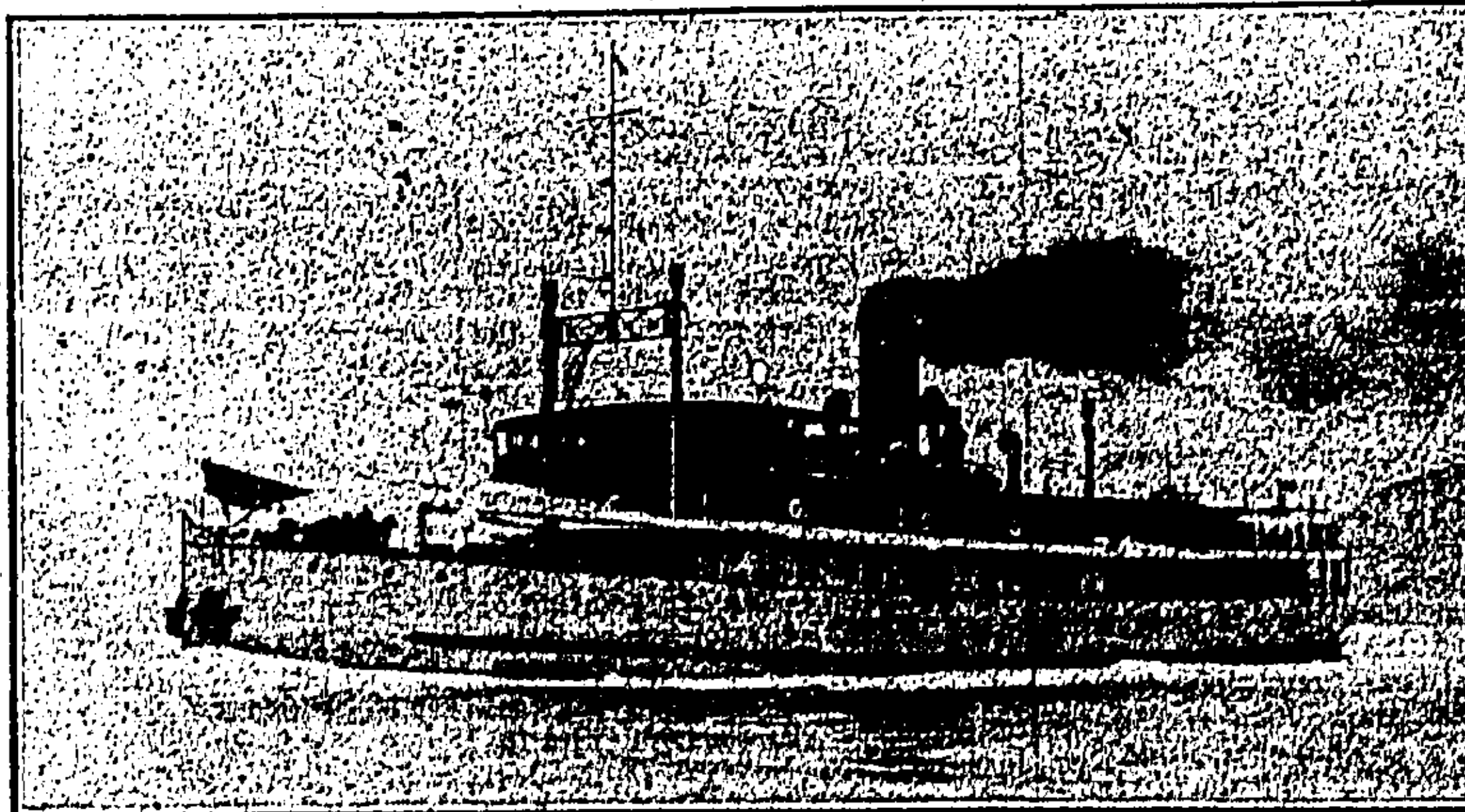
marriage.—*Reuter.*

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RANPURA	16,601	23rd June.	Bombay, Marseilles & London
MIRZAPUR	6,715	25th June.	Straits & Bombay
NOVARA	6,989	30th June.	Marseilles, London, A'warp, Hull, Rotterdam & Hamburg
KHYBER	9,114	7th July.	M'les, L'don, A'warp & Hull
RAWALPINDI	16,519	21st July.	Bombay, Marseilles & London
NANKIN	7,058	28th July.	Marseilles, London, A'warp, Rotterdam & Hamburg

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TILAWA	10,006	25th June.	S'pore, Penang & Calcutta
TAKADA	8,949	3rd July.	S'pore, Penang & Calcutta

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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	29th June.	Manila, Sandakan, Thura, Island, Townsville, B'bane
ARAFURA	6,000	3rd Aug.	Sydney and Melbourne.
TANDA	6,656	31st Aug.	

Regular Monthly Sailings from Hongkong to Japan and

Hongkong to Australia.

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, H'k, Kobe, Yokohama, Tientsin, Amoy, Hongkong, or other ports en route as indicated on the

Frequent connections from Australia with the following:

The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via

Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHYBER	9,114	9 June 6 a.m.	S'hai, Moji, Kobe & Yokohama
TAKADA	8,949	10 June 5.30 a.m.	Amoy, Moji, Kobe & Yokohama
TALAMBA	8,018	19th June	Amoy, Moji, Kobe & Osaka
RAWALPINDI	16,519	22nd June	S'hai, Tientsin, Wei-hai-wei, Kobe & Yokohama
NELLORE	6,853	3rd July	S'hai, Moji, Kobe & Yokohama
KASHMIR	8,985	6th July	S'hai, Moji, Kobe & Yokohama

*Cargo only.

HOTELS.

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms
newly renovated and installed with Box Spring Beds, Hot and Cold
Water, also Telephone.

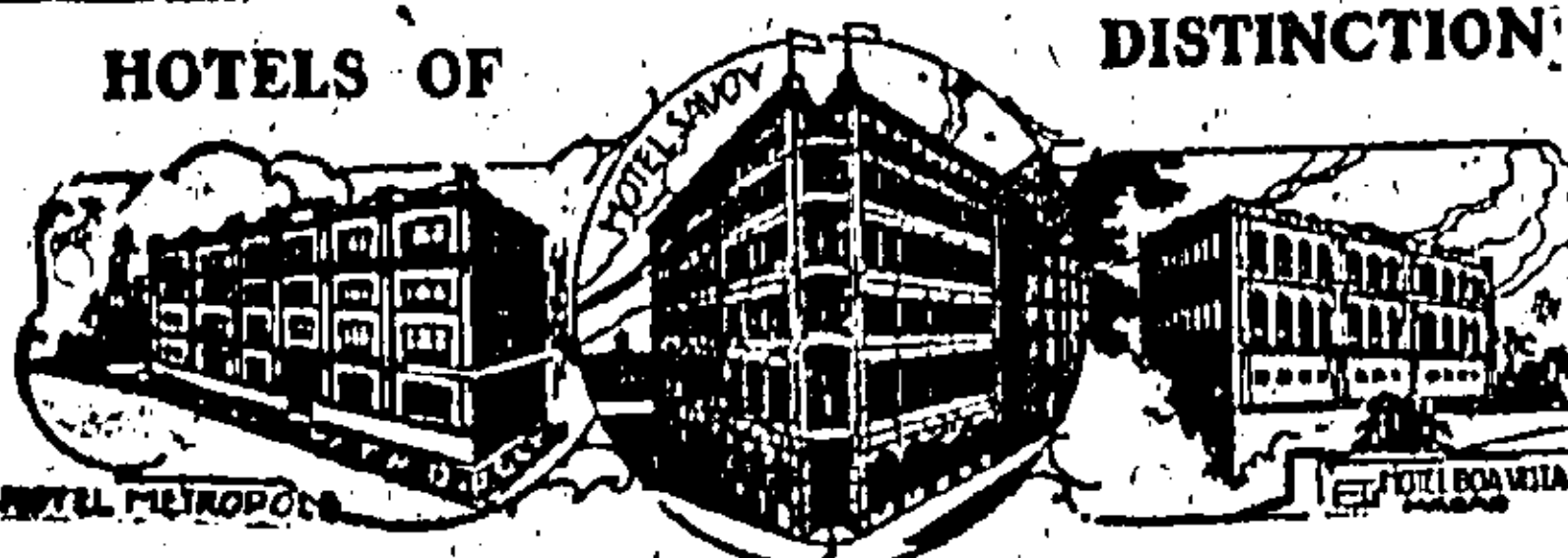
Tea Dances:

Monday, Wednesday and Friday, from 5 to 7 p.m.
Hotel launch meets all steamers.

(25 for thirty Tiffin Tickets can be had at the Office of the above
Hotel.)
Tel. Add: "Victoria." Telephone C. 373
J. H. WITCHELL, Manager.

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DISTINCTION:



METROPOLE-SAVOY-BOA VISTA

KOWLOON HOTEL
KOW LOON.

SPECIAL SUMMER RATES.
Daily from \$ 5.00
Monthly from \$125.00

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Mr. & Mrs. H. J. WHITE.

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K. 608 & K. 609.

Cables "KOWLOTEL"
Hongkong.

PALACE HOTEL.

Tel. Kowloon No. 8

Three minutes from Kowloon Wharf, Ferry and Railway Station.
Satisfactory under English Management. Electric Light and Fan throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

Tel. Address "PALACE."

EUROPE

Cables:—
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing everyTuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

THE HOTEL RIVIERA

MACAO

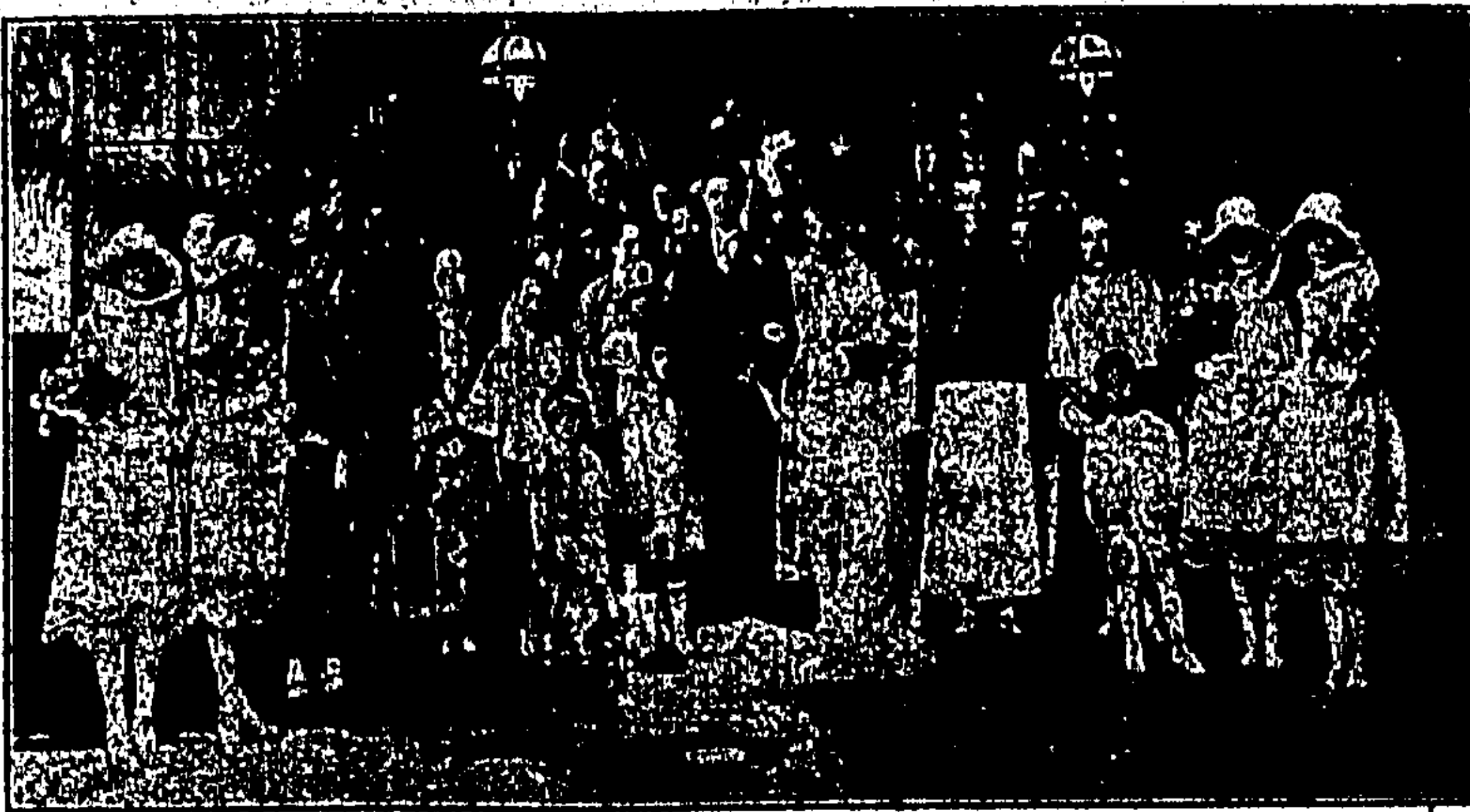
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LUXURIES OF MODERN HOTEL
CONSTRUCTION

THE FINAL EXPRESSION
OF COMFORT AND
SERVICE

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at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

WEDNESDAY'S FASHIONABLE CHINESE WEDDING.



Bridal party and relatives of the bride and bridegroom photographed on the
occasion of the wedding of Mr. Robert Ho Tung and Miss Hesta Rosalind Hung. (Photo:
Ming Yuen).

PEKING CONTROL
TRANSFERRED.

(Continued from Page 1.)

Finance Conference.

Shanghai, June 8.
The Finance Ministry of the
Nanking Nationalist Government
declares its intention of calling a
National Conference on July 1st
on important outstanding problem
of finance confronting the Govern-
ment.

Telegraphic messages have been
sent to the Chairman of the Branch
Political Councils in Canton, Han-
kow, and other leaders urging them
to make preparations to send de-
legates to attend the conference.

The New Foreign Minister.

Shanghai, June 8.
Dr. C. T. Wang, the newly-ap-
pointed Minister of Foreign Affairs
of the Nationalist Government, will
leave Shanghai tomorrow (Sat-
urday) for Nanking.

The Attempt on Chang
Chung-chang.

Shanghai, June 8.
The Chinese who fired five shots
at Marshal Chang Chung-chang in
Tientsin on Wednesday afternoon
have been detained by the police.
None of the five shots found
its target and Marshal Chang es-
caped without injury. When taken
to the Police Headquarters, the
culprits said he was an official of
the Tientsin Government. A
secret trial is in progress.

Tientsin Situation.

Shanghai, June 8.
Tientsin remains under Martial
Law. All big business shops in
the Japanese Concession have
erected wire barricades.
The delivery of postal matter
between Peking and Tientsin is
done by motor cars.
The Diplomatic Corps in Peking
have requested the Government
for a second time to inaugurate a
train between Peking and Tientsin
daily.

Monarchist Move.

Shanghai, June 8.
In view of the prevailing uncer-
tainty in the Three Eastern Pro-
vinces, supporters of the Man-
chu Throne are said to be most
active in an attempt to bring back
the ex-Manchu Emperor, Pu Yi, to
Fengtien to establish a new Man-
chu Empire in these Provinces.

Train Bombardment Sequel.

Shanghai, June 8.
Consequent on the tragic death
of her husband, General Wu Chun-
sheng, the aged Tupan of Heilung-
kiang, who was one of the party
killed in the bomb outrage, one
of the wives of the deceased
General, committed suicide by
taking poison.

Flight Near Tientsin.

Tientsin June 8.
The fighting which is going on
at Koku, eighteen miles from Tien-
tsin on the Haiho River is accom-
panied by intense rifle firing. Com-
munication with Tangku has been
severed.

The Northerners have placed ar-
tillery to the North of the city, in-
dicating that they are making a
stand.
A report from Tangku states that
Chang Chung-chang has con-
solidated his position on the north
bank of the river and firing has
ceased. It is strongly rumored
that a U.S. plane was shot down
while flying over the scene of
battle but the report is unconfir-
med.

Sun Chuan-fang left for the
north yesterday.—*Reuter*.

Shanghai, June 8.
It is reported that the Kuom-
chun troops under General Han Fu-
ku have been having a hard con-
test with the Fengtien forces for
the last few days near Kuan which
the latter captured. Fighting is
continuing on the banks of the
Yungting Ho within twenty miles
of the Peking-Tientsin Railway.—
Reuter.

POWELL'S TO BE
REORGANISED.SOME DEPARTMENTS
TO CLOSE.LOSSES TO BE MET BY SHARE
REDUCTION.

SALE OF BUILDING.

Schemes for the reorganisation
of Wm. Powell, Ltd., were dealt
with by Mr. M. Manuk, presiding
at the annual general meeting as
shareholders, held at noon to-day.
It was stated that all depart-
ments showing a loss were to be
closed down and that the Tailor-
ing and Outfitting Department
would be carried on in less ex-
pensive premises. The Company
has to vacate Powell's Building,
sold to the Land Investment Co.,
by August 31st.

By reducing the Company's capi-
tal from \$234,000 to \$84,000, a
sum of \$210,000 will be secured,
and this is to be dealt with by
writing \$189,000 off losses and re-
funding 50 cents per share to
shareholders on issued capital.

The Year's Profit.

Addressing the shareholders, the
Chairman said:—The net result
of the year's working, after
allowing for depreciation on fix-
tures and fittings, writing off bad
and doubtful debts, and paying
Directors' and Auditors' fees, etc.,
amounted to \$6,628, which you will
observe has been carried forward
to the adjustment account. This
result, though by no means a
satisfactory one, is better than
last year's working.

Your Directors have carefully
considered the situation and are
satisfied that it would be in the
interests of the shareholders to
close down all the departments
which are showing a loss and to
carry on the Tailoring and the
Outfitting Department on pre-
mises less expensive. With this ob-
ject in view, we have rented premises,
as from 1st August next, at a
reasonable rental.

Sale of Building.

Your property known as
Powell's Building has been dis-
posed of for the full amount, less
\$80, of the two mortgages, viz.
\$566,000, thus leaving a net loss
of \$304,000.

The interest on the mortgages,
less rents collected, constituted
too heavy a rental for the business
we were doing; moreover, it was
apparent that we should have to
effect extensive repairs in the near
future which we could not afford.
It was therefore considered advis-
able to dispose of the property,
and the sum of \$566,000 was the
best we could get from the Land
Investment Co., which was accept-
ed.

By the terms of the sale we
have to vacate the premises on
31st August next. Under the cir-
cumstances we have to sell the
major part of our fixtures and
fittings and to dispose of the
stocks held by the departments
which are to be closed down.
With this in view, you will observe,
on referring to the adjustment
account, that we have the follow-
ing reserves:—For depreciation of
stock, \$76,631.40; for depreciation
of furniture and fittings, \$10,000;
to which must be added the loss
on property, viz. \$304,000, and the
loss carried forward from last
year, viz. \$30,996.60, thus making
a total loss of \$420,628.00 to be
provided for out of existing re-
serves.

Meeting the Losses.

On the credit side of the same
amount you will notice that the
sum of \$225,000 has been provided

RUMANIA-HUNGARY
DISPUTE.OPTANTS INDEMNITY AFFAIR
SETTLED.

Geneva, June 8.
The representatives of Hungary
and Rumania, reporting to the
Council of the League of Nations,
declared that the respective posi-
tions regarding the optants of
Transylvania, which caused a
deadlock in March, had not changed
in the meantime.

The Council thereupon re-
approved resolutions passed in
September and March, Sir Austen
Chamberlain urging Rumania and
Hungary to settle the matter by
direct negotiations.

Mr. Titulesco suggested that a
Member of the Council should
determine within six months, the
indemnity due to the optants, the
decision to be binding on both
countries.

Mr. Apponyi (Hungary) prom-
ised that his Government would con-
sider the suggestion, upon which
the President of the Council de-
clared that as far as the Council
was concerned the affair of the
optants was finally closed.—
Reuter.

NEW IMPORT DUTY.

ON DOMESTIC GOODS FROM
CONTINENT.

London, June 8.
The House of Commons has
agreed, by 225 votes to 84, to a
resolution imposing for five years
a 25 per cent. ad valorem duty on
imported enamelled domestic hol-
low-ware, chiefly German, Belgian
and Dutch.—*Reuter*.

Marriage was the name of a
woman who sought a separation
from her husband at North London
police court.

Mrs. Simmons, of Arlington
Manor, Newbery, Somerset, has
taken over the Mastership of the
Quarrie Harriers.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:
1. 1914. 2. An annual tribute paid in former
times to the Pope. 3. St. Francis, married
at the age of fourteen. 4. Mandy, Colombo. 5.
Halfpenny, collected recently in New Jersey.
U.S.A. 6. Land attached to a parish for the
benefit of the incumbent. 7. Shakespeare's
Henry IV. 8. Act 3, Scene 1. 9. St. An. 10.
6s. 8d. 6d. 11. 9 Amber is the fossilised
resin of trees, found principally on the shores
of the Baltic. An amber is a niche in a
church near the altar for vestments and
sacred utensils. Ambergris is a fatty sub-
stance found floating in the sea, derived from
the sperm whale; it is used in perfume-
ry. 12. The first "Bridegroom" was a house of
correction formed out of the old palace of St.
Bride, Blackfriars, by Edward VI. 13. Parts of
the ocean near the Equator where, calms and
battering winds prevail. 14. "Diets and Sav-
ings of the Philosophers," printed by William
Gaston in 1677.

out of General Reserve and Equal-
ization of Dividend Account, thus
leaving, after deducting the profit
for the year, viz. \$6,628, a debit
balance of \$189,000 to be carried
forward to the current year's
account.

Immediately after this meeting
your Directors have called an
extraordinary general meeting of
shareholders, when the proposal
will be submitted for your ap-
proval to write down the value of
the Company's shares from \$7 to
\$2, and to reduce the Company's
present issued capital from \$234,
000 to \$84,000 by similarly writing
down the issued shares from \$7
to \$2. This reduction will pro-
vide us with \$210,000, to be dealt
with as follows:—Write off loss
carried forward, \$189,000; refund
50 cents per share to shareholders
on 42,000 issued shares, \$21,000;
total \$210,000.

[The extraordinary meeting
was in progress as we went to
press.]

AN EPIC OF THE SEA!

STORM, shipwreck and mutiny in a
vivid drama of the sea in the days
of the convict ships! The amazing
romance of a girl of rare beauty—
alone—on a floating prison!



With

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PAULINE STARKE
MARCELINE DAY
ERNEST TORRENCE

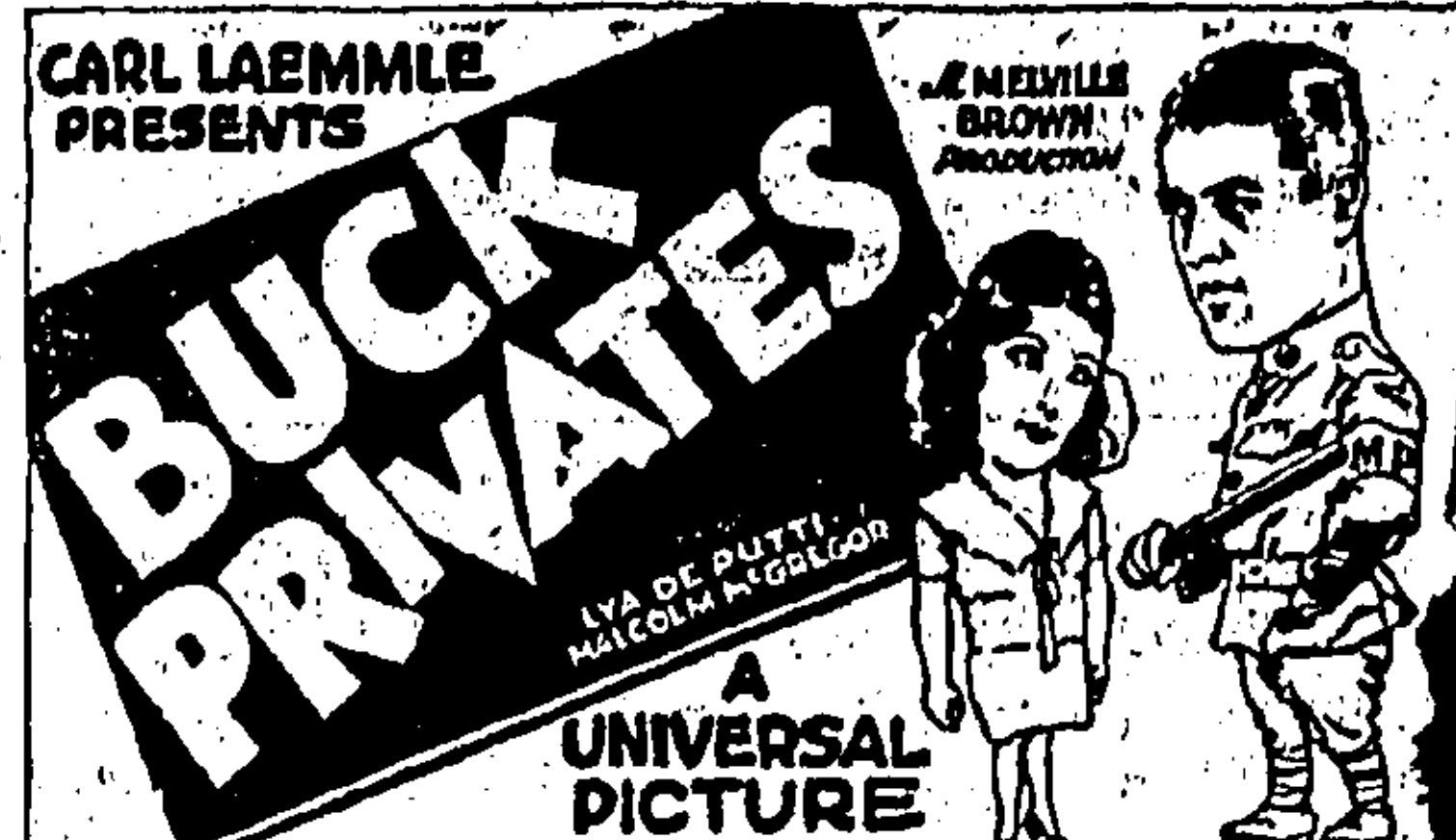
A
Metro-
Goldwyn-
Mayer
PICTURE

SEE the terrific fight
between two pow-
erful men 75 feet above
the deck—in a tangle of
ropes, sails and masts—
in a picture of startling
realism!

AT THE
QUEEN'S FINAL SHOWINGS
TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

AFTER THE WAR!

HIGH JINKS in the Army of Occupa-
tion. A merry story of lovelorn
soldiers and pretty frauleins. One of the
jolliest pictures of the year!



Written by Captain Stuart Lake and produced
by Melville Brown, who made Reginald Denny's
"Fast and Furious."

AT THE
WORLD FINAL SHOWINGS
TO-DAY
Orchestra 5.15 & 9.20. Interceptor 2.30 & 7.15.

LAUGHS AND THRILLS!

THE LIVELY story of a lost love, a kidnapped
husband, a divorced wife and a couple of crooks!



AT THE
STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.